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PART I

FEDERAL REGISTER

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Rules and Regulations

Title 7—AGRICULTURE

Chapter IX—Agricultural Marketing Service (Marketing Agreements and Orders), Department of Agriculture

[Grapefruit Reg. 18]

PART 905—ORANGES, GRAPEFRUIT, TANGERINES, AND TANGELOS GROWN IN FLORIDA

Grapefruit; Limitation of Shipments

§ 905.346 Grapefruit Regulation 18.

(a) *Findings.* (1) Pursuant to the marketing agreement, as amended, and Order No. 905 as amended (7 CFR Part 905), regulating the handling of oranges, grapefruit, tangerines, and tangelos grown in Florida, effective under the applicable provisions of the Agricultural Marketing Agreement Act of 1937, as amended (7 U.S.C. 601–674), and upon the basis of the recommendations of the committees established under the aforesaid amended marketing agreement and order, and upon other available information, it is hereby found that the limitation of shipments of grapefruit, as hereinafter provided, will tend to effectuate the declared policy of the act.

(2) It is hereby further found that it is impracticable and contrary to the public interest to give preliminary notice, engage in public rule-making procedure, and postpone the effective date of this section until 30 days after publication thereof in the FEDERAL REGISTER (5 U.S.C. 1001–1011) because the time intervening between the date when information upon which this section is based became available and the time when this section must become effective in order to effectuate the declared policy of the act is insufficient; a reasonable time is permitted, under the circumstances, for preparation for such effective time; and good cause exists for making the provisions hereof effective as hereinafter set forth. Shipments of all grapefruit, grown in the production area, are presently subject to regulation by grades and sizes, pursuant to the amended marketing agreement and order; the recommendation and supporting information for regulation during the period specified herein were promptly submitted to the Department after an open meeting of the Growers Administrative Committee on November 6, 1962, such meeting was held to consider recommendations for regulation, after giving due notice of such meeting, and interested persons were afforded an opportunity to submit their views at this meeting; the provisions of this section, including the effective time hereof, are identical with the aforesaid recommendation of the committee, and information concerning such provisions and effective time has been disseminated among handlers of such grapefruit; it is necessary, in order to effectuate the declared policy of the act, to make this section effective during the period hereinafter set forth so as to provide for the continued regulation of the handling of grapefruit, and compliance with this section will not require any special preparation on the part of the persons subject thereto which cannot be completed by the effective time hereof.

(b) *Order.* (1) Terms used in the amended marketing agreement and order shall, when used herein, have the same meaning as is given to the respective term in said amended marketing agreement and order; and terms relating to grade, diameter, standard pack, and standard box, as used herein, shall have the same meaning as is given to the respective term in the United States Standards for Florida Grapefruit (§§ 51.750–51.783 of this title).

(2) During the period beginning at 12:01 a.m., e.s.t., November 12, 1962, and ending at 12:01 a.m., e.s.t., December 3, 1962, no handler shall ship between the production area and any point outside thereof in the continental United States, Canada, or Mexico:

(i) Any grapefruit, grown in the production area, which do not grade at least U.S. No. 1 Russet;

(ii) Any seeded grapefruit, grown in the production area, which are smaller than $3\frac{15}{16}$ inches in diameter, except that a tolerance of 10 percent, by count, of seeded grapefruit smaller than such minimum size shall be permitted, which tolerance shall be applied in accordance with the provisions for the application of tolerances, specified in said United States Standards for Florida Grapefruit; or

(iii) Any seedless grapefruit, grown in the production area, which are smaller than $3\frac{9}{16}$ inches in diameter, except that a tolerance of 10 percent, by count, of seedless grapefruit smaller than such minimum size shall be permitted, which tolerance shall be applied in accordance with the provisions for the application of tolerances, specified in said United States Standards for Florida Grapefruit.

(Secs. 1–19, 48 Stat. 31, as amended; 7 U.S.C. 601–674)

Dated: November 7, 1962.

PAUL A. NICHOLSON,
Deputy Director, Fruit and Vegetable Division, Agricultural Marketing Service.

[F.R. Doc. 62–11295; Filed, Nov. 9, 1962; 8:53 a.m.]

[Orange Reg. 18]

PART 905—ORANGES, GRAPEFRUIT, TANGERINES, AND TANGELOS GROWN IN FLORIDA

Oranges; Limitation of Shipments

§ 905.347 Orange Regulation 18.

(a) *Findings.* (1) Pursuant to the marketing agreement, as amended, and Order No. 905, as amended (7 CFR Part 905), regulating the handling of oranges, grapefruit, tangerines, and tangelos grown in Florida effective under the applicable provisions of the Agricultural Marketing Agreement Act of 1937, as amended (7 U.S.C. 601–674), and upon the basis of the recommendations of the committees established under the aforesaid amended marketing agreement and order, and upon other available information, it is hereby found that the limitation of shipments of oranges, including Temple oranges, as hereinafter provided, will tend to effectuate the declared policy of the act.

(2) It is hereby further found that it is impracticable and contrary to the public interest to give preliminary notice, engage in public rule-making procedure, and postpone the effective date of this section until 30 days after publication thereof in the FEDERAL REGISTER (5 U.S.C. 1001–1011) because the time intervening between the date when information upon which this section is based became available and the time when this section must become effective in order to effectuate the declared policy of the act is insufficient; a reasonable time is permitted, under the circumstances, for preparation for such effective time; and good cause exists for making the provisions hereof effective as hereinafter set forth. Shipments of oranges, except Temple oranges, grown in the production area, are presently subject to regulation by grades and sizes, pursuant to the amended marketing agreement and order; the recommendation and supporting information for regulation during the period specified herein were promptly submitted to the Department after an open meeting of the Growers Administrative Committee on November 6, 1962, such meeting was held to consider recommendations for regulation, after giving due notice of such meeting, and interested persons were afforded an opportunity to submit their views at this meeting; the provisions of this section, including the effective time hereof, are identical with the aforesaid recommendation of the committee, and information concerning such provisions and effective time has been disseminated among handlers of such oranges; it is necessary, in order to effectuate the declared policy of the act, to make this section effective during the period hereinafter set forth so as to provide for the continued regulation of the handling of oranges, except Temple oranges, and to provide for regulating the handling of Temple oranges at the start of their marketing season, and compliance with this section will not require any special preparation on the part of the persons subject thereto which cannot be completed by the effective time hereof.

(b) *Order.* (1) Terms used in the amended marketing agreement and order shall, when used herein, have the same meaning as is given to the respective term in said amended marketing agreement and order; and terms relating to grade, diameter, standard pack, and standard box, as used herein, shall have the same meaning as is given to the respective term in the United States Standards for Florida Oranges and Tangelos (§§ 51.1140–51.1178 of this title).

(2) During the period beginning at 12:01 a.m., e.s.t., November 12, 1962, and ending at 12:01 a.m., e.s.t., December 3, 1962, no handler shall ship between the production area and any point outside thereof in the continental United States, Canada, or Mexico:

(i) Any oranges, including Temple oranges, grown in the production area, which do not grade at least U.S. No. 1 Russet;

(ii) Any oranges, except Temple oranges, grown in the production area, which are of a size smaller than $2\frac{8}{16}$ inches in diameter, except that a tolerance of 10 percent, by count, of oranges smaller than such minimum diameter shall be permitted, which tolerance shall be applied in accordance with the provisions for the application of tolerances specified in said United States Standards for Florida Oranges and Tangelos: *Provided,* That in determining the percentage of oranges in any lot which are smaller than $2\frac{8}{16}$ inches in diameter, such percentage shall be based only on those oranges in such lot which are of a size $2\frac{14}{16}$ inches in diameter or smaller; or

(iii) Any Temple oranges, grown in the production area, which are of a size smaller than $2\frac{8}{16}$ inches in diameter, except that a tolerance of 10 percent, by count, of Temple oranges smaller than such minimum diameter shall be permitted which tolerance shall be applied in accordance with the provisions for the application of tolerances specified in the aforesaid United States Standards for Florida Oranges and Tangelos.

(Secs. 1–19, 48 Stat. 31, as amended; 7 U.S.C. 601–674)

Dated: November 7, 1962.

Paul A. Nicholson,
Deputy Director, Fruit and Vegetable Division, Agricultural Marketing Service.

[F.R. Doc. 62–11296; Filed, Nov. 9, 1962; 8:53 a.m.]

[Tangerine Reg. 6]

PART 905—ORANGES, GRAPEFRUIT, TANGERINES, AND TANGELOS GROWN IN FLORIDA

Tangerines; Limitation of Shipments

§ 905.348 Tangerine Regulation 6.

(a) *Findings.* (1) Pursuant to the marketing agreement, as amended, and Order No. 905, as amended (7 CFR Part 905), regulating the handling of oranges, grapefruit, tangerines, and tangelos grown in Florida, effective under the applicable provisions of the Agricultural Marketing Agreement Act of 1937, as amended (7 U.S.C. 601–674), and upon the basis of the recommendations of the committees established under the aforesaid amended marketing agreement and order, and upon other available information, it is hereby found that the limitation of shipments of tangerines, as hereinafter provided, will tend to effectuate the declared policy of the act.

(2) It is hereby further found that it is impracticable and contrary to the public interest to give preliminary notice, engage in public rule-making procedure, and postpone the effective date of this section until 30 days after publication thereof in the Federal Register (5 U.S.C. 1001–1011) because the time intervening between the date when information upon which this section is based became available and the time when this section must become effective in order to effectuate the declared policy of the act is insufficient; a reasonable time is permitted, under the circumstances, for preparation for such effective time; and good cause exists for making the provisions hereof effective as hereinafter set forth. Shipments of tangerines, grown in the production area, are presently subject to regulation by grades and sizes, pursuant to the amended marketing agreement and order; the recommendation and supporting information for regulation during the period specified herein were promptly submitted to the Department after an open meeting of the Growers Administrative Committee on November 6, 1962, such meeting was held to consider recommendations for regulation, after giving due notice of such meeting, and interested persons were afforded an opportunity to submit their views at this meeting; the provisions of this section, including the effective time hereof, are identical with the aforesaid recommendation of the committee, and information concerning such provisions and effective time has been disseminated among handlers of such tangerines; it is necessary, in order to effectuate the declared policy of the act, to make this section effective during the period hereinafter set forth so as to provide for the continued regulation of the handling of tangerines, and compliance with this section will not require any special preparation on the part of the persons subject thereto which cannot be completed by the effective time hereof.

(b) *Order.* (1) Terms used in the amended marketing agreement and order shall, when used herein, have the same meaning as is given to the respective term in said amended marketing agreement and order; and terms relating to grade, diameter, and standard pack, as used herein, shall have the same meaning as is given to the respective term in the United States Standards for Florida Tangerines (§§ 51.1810–51.1834 of this title).

(2) During the period beginning at 12:01 a.m., e.s.t., November 12, 1962, and ending at 12:01 a.m., e.s.t., December 3, 1962, no handler shall ship between the production area and any point outside thereof in the continental United States, Canada, or Mexico:

(i) Any tangerines, grown in the production area, that do not grade at least U.S. No. 1; or

(ii) Any tangerines, grown in the production area, which are smaller than $2\frac{6}{16}$ inches in diameter, except that a tolerance of 10 percent, by count, of tangerines smaller than such minimum size shall be permitted, which tolerance shall be applied in accordance with the provisions for the application of tolerances specified in said United States Standards for Florida Tangerines.

(Secs. 1–19, 48 Stat. 31, as amended; 7 U.S.C. 601–674)

Dated: November 7, 1962.

Paul A. Nicholson,
Deputy Director, Fruit and Vegetable Division, Agricultural Marketing Service.

[F.R. Doc. 62–11298; Filed, Nov. 9, 1962; 8:53 a.m.]

[Tangelo Reg. 6]

PART 905—ORANGES, GRAPEFRUIT, TANGERINES, AND TANGELOS GROWN IN FLORIDA

Tangelos; Limitation of Shipments

§ 905.349 Tangelo Regulation 6.

(a) *Findings.* (1) Pursuant to the marketing agreement, as amended, and Order No. 905, as amended (7 CFR Part 905), regulating the handling of oranges, grapefruit, tangerines, and tangelos grown in Florida, effective under the applicable provisions of the Agricultural Marketing Agreement Act of 1937, as amended (7 U.S.C. 601–674), and upon the basis of the recommendations of the committees established under the aforesaid amended marketing agreement and order, and upon other available information, it is hereby found that the limitation of shipments of tangelos, as hereinafter provided, will tend to effectuate the declared policy of the act.

(2) It is hereby further found that it is impracticable and contrary to the public interest to give preliminary notice, engage in public rule-making procedure, and postpone the effective date of this section until 30 days after publication thereof in the Federal Register (5 U.S.C. 1001–1011) because the time intervening between the date when information upon which this section is based became available and the time when this section must become effective in order to effectuate the declared policy of the act is insufficient; a reasonable time is permitted, under the circumstances, for preparation for such effective time; and good cause exists for making the provisions hereof effective as hereinafter set forth. Shipments of tangelos, grown in the production area, are presently subject to regulation by grades and sizes, pursuant to the amended marketing agreement and order; the recommendation and supporting information for regulation during the period specified herein were promptly submitted to the Department after an open meeting of the Growers Administrative Committee on November 6, 1962, such meeting was held to consider recommendations for regulation, after giving due notice of such meeting, and interested persons were afforded an opportunity to submit their views at this meeting; the provisions of this section, including the effective time hereof, are identical with the aforesaid recommendation of the committee, and information concerning such provisions and effective time has been disseminated among handlers of such tangelos; it is

necessary, in order to effectuate the declared policy of the act, to make this section effective during the period hereinafter set forth so as to provide for the continued regulation of the handling of tangelos, and compliance with this section will not require any special preparation on the part of the persons subject thereto which cannot be completed by the effective time hereof.

(b) *Order.* (1) Terms used in the amended marketing agreement and order shall, when used herein, have the same meaning as is given to the respective term in said amended marketing agreement and order; and terms relating to grade, diameter, standard pack, and standard box, as used herein, shall have the same meaning as is given to the respective term in the United States Standards for Florida Oranges and Tangelos (§§ 51.1140–51.1178 of this title).

(2) During the period beginning at 12:01 a.m., e.s.t., November 12, 1962, and ending at 12:01 a.m., e.s.t., December 3, 1962, no handler shall ship between the production area and any point outside thereof in the continental United States, Canada, or Mexico:

(i) Any tangelos, grown in the production area, which do not grade at least U.S. No. 1 Russet; or

(ii) Any tangelos, grown in the production area, which are of a size smaller than 2$\frac{5}{16}$ inches in diameter, except that a tolerance of 10 percent, by count, of tangelos smaller than such minimum diameter shall be permitted, which tolerance shall be applied in accordance with the provisions for the application of tolerances specified in said United States Standards for Florida Oranges and Tangelos.

(Secs. 1–19, 48 Stat. 31, as amended; 7 U.S.C. 601–674)

Dated: November 7, 1962.

Paul A. Nicholson,
Deputy Director, Fruit and Vegetable Division, Agricultural Marketing Service.

[F.R. Doc. 62–11297; Filed, Nov. 9, 1962; 8:53 a.m.]

PART 989—RAISINS PRODUCED FROM GRAPES GROWN IN CALIFORNIA

Expenses of Raisin Administrative Committee for 1962–63 Crop Year and Rate of Assessment for That Crop Year

Notice was published in the October 27, 1962, issue of the Federal Register (27 F.R. 10494) regarding a proposal to approve expenses of the Raisin Administrative Committee for the 1962–63 crop year and fix the rate of assessment for that year, pursuant to §§ 989.79 and 989.80 of the marketing agreement, as amended, and Order No. 989, as amended (7 CFR Part 989), regulating the handling of raisins produced from grapes grown in California. The marketing agreement and order are effective under the Agricultural Marketing Agreement Act of 1937, as amended (7 U.S.C. 601–674).

The notice afforded interested persons an opportunity to submit written data, views or arguments with respect to the proposal. None were received within the time prescribed therefor.

After consideration of all relevant matters presented, including those in the notice and the information and recommendations submitted by the Raisin Administrative Committee, and other available information, it is hereby found and determined that the expenses of the Raisin Administrative Committee and the rate of assessment for the crop year beginning September 1, 1962, shall be as follows:

§ 989.313 Expenses of the Raisin Administrative Committee and rate of assessment for the 1962–63 crop year.

(a) *Expenses.* Expenses (other than those specified in § 989.82) in the amount of $126,900 are reasonable and likely to be incurred by the Raisin Administrative Committee during the crop year beginning September 1, 1962, for the maintenance and functioning of the Committee and the Raisin Advisory Board.

(b) *Rate of assessment.* The rate of assessment for the crop year beginning September 1, 1962, which each handler is required to pay in accordance with § 989.80 to the Raisin Administrative Committee as his pro rata share of the Committee's expenses is hereby fixed at 75 cents per ton for free tonnage raisins (all standard raisins) acquired by him during the crop year.

It is hereby further found that good cause exists for not postponing the effective time of this action until 30 days after publication in the Federal Register (5 U.S.C. 1003(c)) in that: (1) The relevant provisions of said marketing agreement and order require that a rate of assessment fixed for a particular crop year shall be applicable to all free tonnage raisins acquired by him during that crop year; and (2) the current crop year began on September 1, 1962, and the rate of assessment herein fixed will automatically apply to all such raisins beginning with that date.

(Secs. 1–19, 48 Stat. 31, as amended; 7 U.S.C. 601–674)

Dated: November 7, 1962.

Paul A. Nicholson,
Deputy Director, Fruit and Vegetable Division, Agricultural Marketing Service.

[F.R. Doc. 62–11272; Filed, Nov. 9, 1962; 8:53 a.m.]

Title 14—AERONAUTICS AND SPACE

Chapter I—Federal Aviation Agency

SUBCHAPTER E—AIRSPACE [NEW]

[Airspace Docket No. 62–WA–82]

PART 71—DESIGNATION OF FEDERAL AIRWAYS, CONTROLLED AIRSPACE, AND REPORTING POINTS

Alteration of Positive Control Area

On August 29, 1962, a notice of proposed rule making was published in the Federal Register (27 F.R. 8628) stating that the Federal Aviation Agency proposed to expand the Chicago, Ill./Indianapolis, Ind., positive control area.

The Air Transport Association of America strongly endorsed the proposal. No other comments were received.

Subsequent to the issuance of the notice, Parts 600 and 601 of the regulations of the Administrator have been consolidated and recodified into a new Part 71 of the Federal Aviation Regulations which will become effective December 12, 1962 (27 F.R. 10352, 220–2). The airspace action taken herein reflects the new format and numbering system adopted for these parts.

Interested persons have been afforded an opportunity to participate in the making of the rule herein adopted, and due consideration has been given to all relevant matter presented.

The substance of the proposed amendment having been published, therefore, pursuant to the authority delegated to me by the Administrator (25 F.R. 12582) and for the reasons stated in the notice, the following action is taken:

In § 71.193 (27 F.R. 220–157) the Chicago, Ill./Indianapolis, Ind., positive control area is amended as follows:

Latitude 40°45′00″ N., longitude 78°35′00″ W.; thence to latitude 40°15′00″ N., longitude 78°25′00″ W.; is deleted and latitude 40°55′30″ N., longitude 78°27′00″ W.; thence to latitude 40°51′00″ N., longitude 78°02′30″ W.; thence to latitude 40°20′00″ N., longitude 77°35′00″ W.; thence to latitude 40°12′00″ N., longitude 77°35′00″ W.; thence to latitude 39°54′00″ N., longitude 77°31′30″ W.; thence to latitude 39°51′00″ N., longitude 77°56′00″ W.; thence to latitude 39°49′00″ N., longitude 78°03′30″ W.; thence to latitude 39°34′00″ N., longitude 78°58′00″ W.; thence to latitude 39°17′30″ N., longitude 79°51′00″ W.; is substituted therefor.

This amendment shall become effective 0001 e.s.t. December 13, 1962.

(Sec. 307(a), 72 Stat. 749; 49 U.S.C. 1348)

Issued in Washington, D.C., on November 5, 1962.

W. Thomas Deason,
Assistant Chief,
Airspace Utilization Division.

[F.R. Doc. 62–11239; Filed, Nov. 9, 1962; 8:46 a.m.]

Chapter III—Federal Aviation Agency

SUBCHAPTER C—AIRCRAFT REGULATIONS

[Reg. Docket No. 1469; Amdt. 506]

PART 507—AIRWORTHINESS DIRECTIVES

Boeing 707 and 720 Series Aircraft

There have been several failures of the hydraulic system motor operated valves which are used in Boeing 707/720 Series aircraft. The failures result from stress corrosion and incipient failure cannot be detected by inspection. Since this condition is likely to exist in other such aircraft, an airworthiness directive is being issued to require modification of the valves.

As a situation exists which demands immediate action in the interest of safety, it is found that notice and public procedure hereon are impracticable and good cause exists for making this amendment effective upon publication in the FEDERAL REGISTER.

In consideration of the foregoing, and pursuant to the authority delegated to me by the Administrator (25 F.R. 6489), § 507.10(a) of Part 507 (14 CFR Part 507), is hereby amended by adding the following new airworthiness directive:

BOEING. Applies to 707/720 airplanes, Serial Nos. 18385–18397, 18400–18404, 18374, 18414–18419, 18411, 18372, 18373, 18335–18339, 18079–18082, 18423–18425, 18376, 18377, 18451–18453 inclusive; also applies to airplanes which have been modified by operators to incorporate motor operated valves per Boeing Service Bulletins 1414, 1483, 1484, 1489, 1490, 1491, 1492, and 1493.

Compliance required within 350 hours of airplane time in service after the effective date of this directive, unless already accomplished.

Hydraulic system motor operated valves, Whittaker P/N 146505–1, incorporated in both the utility and auxiliary hydraulic systems, have failed in service due to stress corrosion in the end cover retaining nut. All failures have occurred in parts with the original heat treatment. To prevent such failures:

(1) Modify all valves by installing new end covers and nuts of the same Whittaker part number but identified by a blue anodized color; and

(2) Replace the valve shear seals and the bearing with new longer seals and a new bearing.

(Whittaker Service Bulletin SBC 2021 covers this same subject.)

This amendment shall become effective November 10, 1962.

(Sec. 313(a), 601, 603; 72 Stat. 752, 775, 776; 49 U.S.C. 1354(a), 1421, 1423)

Issued in Washington, D.C., on November 5, 1962.

G. S. MOORE,
Acting Director,
Flight Standards Service.

[F.R. Doc. 62–11235; Filed, Nov. 9, 1962; 8:45 a.m.]

[Reg. Docket No. 1468; Amdt. 505]

PART 507—AIRWORTHINESS DIRECTIVES

Cessna 120, 140, 140A and Silvaire (Luscombe) 8E, 8F, T8F Aircraft

There have been failures of the exhaust stacks in the area of the cabin heat muffs on certain Cessna and Silvaire (Luscombe) aircraft modified to incorporate McKenzie Aircraft Repair, Inc. installation of Lycoming engines. Such failures can cause hazardous carbon monoxide contamination of the cabin when cabin heat is used. To correct this unsafe condition an airworthiness directive is being issued to require inspection and modification of the heater installation or making the cabin heat system inoperative.

As a situation exists which demands immediate action in the interest of safety, it is found that notice and public procedure hereon are impracticable and good cause exists for making this amendment effective in less than 30 days after date of publication in the FEDERAL REGISTER.

In consideration of the foregoing, and pursuant to the authority delegated to me by the Administrator (25 F.R. 6489), § 507.10(a) of Part 507 (14 CFR Part 507), is hereby amended by adding the following new airworthiness directive:

CESSNA AND SILVAIRE (LUSCOMBE). Applies to all Cessna 120, 140, or 140A aircraft and all Silvaire (Luscombe) 8E, 8F, or T8F aircraft modified to incorporate McKenzie Aircraft Repair, Inc. installations of various Lycoming engines in accordance with Supplemental Type Certificates Nos. SA4–95, SA4–173, SA4–376, SA4–581, SA4–629, SA4–639, SA4–640, SA4–641, SA4–642, SA4–1159, SA4–1201, and SA4–1286 and with FAA Engineering Approved Repair and Alterations Forms ACA–337 dated March 30, 1955, and June 21, 1955.

Compliance required as indicated.

Failures of the exhaust stacks have occurred in the area of the cabin heat muffs. Such failures can cause hazardous carbon monoxide contamination of the cabin when cabin heat is used. To preclude additional failures and cabin CO contamination, accomplish the following:

(a) If continued use of the cabin heat system is desired:

(1) Within the next 10 hours' time in service after the effective date of this AD:

(i) render the cabin heat system inoperative by positively securing the heat control in the "OFF" position; or

(ii) install, adjacent to the cabin heat control, a placard with the following wording, "DO NOT USE CABIN HEAT–CONTROL MUST REMAIN IN 'OFF' POSITION."; or

(iii) accomplish the inspection and rework required by (2).

(2) Unless already accomplished in accordance with (a)(1)(iii), not later than 50 hours' time in service after the effective date of this AD:

(i) remove the cabin heat muff and perform a visual inspection of the exhaust stack for cracks. Pay particular attention to the area where the muff attaching straps are welded to the stack. Reinspect at intervals not to exceed 50 hours' time in service. Replace or repair by welding all cracked stacks;

(ii) cut off the cabin heat muff attaching straps adjacent to the welds. Discard the straps and reattach the heat muff to the stack in accordance with McKenzie Aircraft Repair, Inc. Service Bulletin No. 1 dated September 6, 1962, or an FAA approved equivalent;

(iii) unsecure the heat control required by (a)(1)(i), if secured; and

(iv) remove the placard required by (a)(1)(ii), if installed.

(b) If use of the cabin heat system is not desired:

(1) Within the next 10 hours' time in service after the effective date of this AD:

(i) remove the cabin heat muff and associated ducting and controls; and

(ii) close any openings in the fire wall that result from the removal of the ducting and controls in accordance with Civil Air Regulations 3.624.

(2) The cabin heat system may be reinstalled upon compliance with (a)(2) (i) and (ii).

This amendment shall become effective November 21, 1962.

(Sec. 313(a), 601, 603; 72 Stat. 752, 775, 776; 49 U.S.C. 1354(a), 1421, 1423)

Issued in Washington, D.C., on November 5, 1962.

G. S. MOORE,
Acting Director,
Flight Standards Service.

[F.R. Doc. 62–11234; Filed, Nov. 9, 1962; 8:45 a.m.]

SUBCHAPTER E—AIR NAVIGATION REGULATIONS

[Airspace Docket No. 62–CE–47]

PART 600—DESIGNATION OF FEDERAL AIRWAYS

PART 601—DESIGNATION OF CONTROLLED AIRSPACE, REPORTING POINTS, POSITIVE CONTROL ROUTE SEGMENTS, AND POSITIVE CONTROL AREAS

Alteration of Federal Airway and Control Zone

The purpose of these amendments to Parts 600 and 601 of the regulations of the Administrator is to alter Red Federal airway No. 92 and the Sault Ste. Marie, Mich., control zone.

Red 92 and the Sault Ste. Marie control zone are presently designated, in part, with reference to the Sault Ste. Marie radio range. The Federal Aviation Agency is converting the radio range to a combined transcribed weather broadcast nondirectional radio beacon on or about November 15, 1962. Therefore, action is taken herein to substitute the Sault Ste. Marie radio beacon for the radio range in the description of Red 92 and the Sault Ste. Marie control zone.

Since these amendments are editorial in nature, and impose no additional burden on any person, notice and public procedure hereon are unnecessary and the amendments may be made effective November 15, 1962.

In consideration of the foregoing and pursuant to the authority delegated to me by the Administrator (25 F.R. 12582), the following actions are taken:

§ 600.292 [Amendment]

1. In the text of § 600.292 (14 CFR 600.292) "Sault Ste. Marie, Mich., radio range station" is deleted and "Sault Ste. Marie, Mich., RBN" is substituted therefor.

2. Section 601.2368 (14 CFR 601.2368) is amended to read:

§ 601.2368 Sault Ste. Marie, Mich., control zone.

Within a 5-mile radius of the Sault Ste. Marie Municipal Airport (latitude 46°28′40″ N., longitude 84°21′55″ W.), within 2 miles either side of the 117° bearing from the Sault Ste. Marie RBN extending from the 5-mile radius zone to 12 miles SE of the RBN, and within 2 miles either side of the Sault Ste. Marie VOR 146° and 326° radials extending from the 5-mile radius zone to 12 miles SE of the VOR, excluding the portion outside of the United States.

These amendments shall become effective 0001 e.s.t., November 15, 1962.

(Sec. 307(a), 72 Stat. 749; 49 U.S.C. 1348)

Issued in Washington, D.C., on November 6, 1962.

W. THOMAS DEASON,
Assistant Chief,
Airspace Utilization Division.

[F.R. Doc. 62–11238; Filed, Nov. 9, 1962; 8:46 a.m.]

[Reg. Docket No. 1448, Amdt. 295]

PART 609—STANDARD INSTRUMENT APPROACH PROCEDURES

Miscellaneous Amendments

The amendments to standard instrument approach procedures contained herein are being adopted to become effective when indicated in order to promote safety. The revised procedures supersede the existing procedures of the same classification now in effect for the airports specified therein. For the convenience of the users, the revised procedures specify the complete procedure and indicate the changes to the existing procedures.

As a situation exists which demands immediate action in the interests of safety in air commerce, I find that compliance with the notice, procedure and effective date provisions of section 4 of the Administrative Procedure Act would be contrary to the public interest and is therefore not required.

Pursuant to the authority delegated to me by the Administrator (24 F.R. 5662), Part 609 is amended as follows:

1. The low or medium frequency range procedures prescribed in § 609.100(a) are amended to read in part:

LFR STANDARD INSTRUMENT APPROACH PROCEDURE

Bearings, headings, courses and radials are magnetic. Elevations and altitudes are in feet MSL. Ceilings are in feet above airport elevation. Distances are in nautical miles unless otherwise indicated, except visibilities which are in statute miles.

If an instrument approach procedure of the above type is conducted at the below named airport, it shall be in accordance with the following instrument approach procedure, unless an approach is conducted in accordance with a different procedure for such airport authorized by the Administrator of the Federal Aviation Agency. Initial approaches shall be made over specified routes. Minimum altitudes shall correspond with those established for en route operation in the particular area or as set forth below.

Transition				Ceiling and visibility minimums			
From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	

PROCEDURE CANCELLED, EFFECTIVE NOVEMBER 24, 1962.

City, Davenport; State Iowa; Airport Name, Municipal; Elev., 753′; Fac. Class., SBMRAZ; Ident., MLI; Procedure No. 1, Amdt. 4; Eff. Date, 6 Feb. 60; Sup. Amdt. No. 3; Dated, 16 June 56

PROCEDURE CANCELLED, EFFECTIVE NOVEMBER 24, 1962.

City, Moline; State, Ill.; Airport Name, Quad-City; Elev., 590′; Fac. Class., SBMRAZ; Ident., MI; Procedure No. 1, Amdt. 7; Eff. Date, 17 Sept. 60; Sup. Amdt. No. 6; Dated 6 Feb. 60

PROCEDURE CANCELLED, EFFECTIVE NOVEMBER 24, 1962, OR ON DECOMMISSIONING OF ILG–LFR.

City, Wilmington; State, Del.; Airport Name, Greater Wilmington; Elev., 79′; Fac. Class., MRLWZ; Ident., ILG; Procedure No. 1, Amdt. 9, Eff. Date, 31 Mar. 62; Sup. Amdt. No. 8; Dated, 1 Feb. 58

2. The automatic direction finding procedures prescribed in § 609.100(b) are amended to read in part:

ADF STANDARD INSTRUMENT APPROACH PROCEDURE

Bearings, headings, courses and radials are magnetic. Elevations and altitudes are in feet MSL. Ceilings are in feet above airport elevation. Distances are in nautical miles unless otherwise indicated, except visibilities which are in statute miles.

If an instrument approach procedure of the above type is conducted at the below named airport, it shall be in accordance with the following instrument approach procedure, unless an approach is conducted in accordance with a different procedure for such airport authorized by the Administrator of the Federal Aviation Agency. Initial approaches shall be made over specified routes. Minimum altitudes shall correspond with those established for en route operation in the particular area or as set forth below.

Transition				Ceiling and visibility minimums			
From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	
DAL–VOR	DDA RBn	Direct	2000	T–dn	300–1	300–1	200–½
ADS–VOR	DDA RBn	Direct	2000	C–dn	600–1	600–1	600–1½
Trinity Fork Int	DDA RBn	Direct	2000	A–dn	800–2	800–2	800–2
Fair Park Int	DDA RBn	Direct	2000	If aircraft equipped with operating ADF and VOR receivers and Ross Ave. VHF/INT received, minimal become:			
Fair Park Int	Ross Ave Int (Final)	Direct	1500	C–dn	400–1	500–1	500–1½
Ross Ave Int	DDA RBn (Final)	Direct	1000	S–dn–31	400–1	400–1	400–1

Radar vectoring authorized in accordance with approved patterns.
Procedure turn S side of crs, 127° Outbnd, 307° Inbnd, 2000′ within 10 miles.
Minimum altitude over facility on final approach crs, 1500′. If Ross Ave. Int. received, cross DDA RBn at 1000′.
Crs and distance, facility to airport, 307°—1.5 mi; Ross Ave. Int. to airport, 307°—3.2 mi.
No glide slope.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 1.5 miles after passing Tank RBn, climb to 2200′ on crs 307° within 20 miles.

CAUTION: 1044′ bldg 4 miles SE, 695′ water tank 1.5 miles SE of airport.

City, Dallas; State, Tex.; Airport Name, Love Field; Elev., 485′; Fac. Class., MHW; Ident., DDA; Procedure No. 3, Amdt. Orig.; Eff. Date, 24 Nov. 62

ADF STANDARD INSTRUMENT APPROACH PROCEDURE—Continued

Transition				Ceiling and visibility minimums			
From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	
ITH-VOR	Alpine RBn (Final)	Direct	3300	T-d	800-2	800-2	800-2
ATE-VOR	Alpine RBn	Direct	3300	T-n	800-3	800-3	800-3
ELM-VOR	Alpine RBn	Direct	3300	C-d	1200-2	1200-2	1200-2
Sayre Int	Alpine RBn	Direct	3300	C-n	1200-3	1200-3	1200-3
Int ATE-VOR R-129 and 239° brng to Alpine RBn.	Alpine RBn (Final)	Direct	3300	A-d	1800-2	1800-2	1800-2
				A-n	1800-3	1800-3	1800-3

Procedure turn N side of final approach crs, 059° Outbnd, 239° Inbnd, 3300′ within 10 miles of Alpine RBn.

Minimum altitude over facility on final approach crs, 3300′.

Crs and distance, facility to airport, 239°—7.0 mi.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 7.0 miles after passing Alpine RBn, climb on crs 239° to 2500′ within 10 miles. Then proceed direct to ELM-VOR, climbing to 3000′. Hold west ELM-VOR, 1-minute right turns, 066° Inbnd. No reduction in landing visibility minimums authorized for local conditions. No reduction in takeoff minimums authorized.

AIR CARRIER NOTE: Sliding scale NA.

NOTE: VFR clearances under provisions of CAR 60-31 NA when visibility is less than 2 miles and a circling approach is required.

City, Elmira; State, N.Y.; Airport Name, Chemung County; Elev., 951′; Fac. Class., MHW; Ident., ALP; Procedure No. 1, Amdt. Orig.; Eff. Date, 24 Nov. 62

MSY RBn	LOM	Direct	1800	T-dn	300-1	300-1	200-½
MSY-VOR	LOM	Direct	1800	C-dn	400-1	500-1	500-1½
LaPlace MHW	LOM (Final)	Direct	1800	S-dn-10	400-1	400-1	400-1
				A-dn	800-2	800-2	800-2

Radar vectoring authorized in accordance with approved procedures. Radar may be used to position aircraft for a final approach within 5 miles W of LOM with the elimination of a procedure turn.

Procedure turn S side of crs, 279° Outbnd, 099° Inbnd, 1800′ within 10 miles.

Minimum altitude over LOM on final approach crs, 1800′.

Crs and distance, facility to airport, 099°—6.6 mi.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 6.6 miles after LOM, climb to 2000′ on crs of 099° within 20 miles or, when directed by ATC, climb to 1500′ on crs of 030° from MSY RBn within 20 miles or turn right, climb to 1500′ on crs of 180° from MSY RBn within 20 miles.

CAUTION: 409′ radio tower 2.3 miles north of airport.

City, New Orleans; State, La.; Airport Name, New Orleans International; Elev., 3′ Fac. Class., LOM; Ident., MS; Procedure No. 1, Amdt. 13; Eff. Date, 24 Nov. 62; Sup. Amdt. No. 12; Dated, 6 Oct. 62

PAE VOR	LOM	Direct	2000	T-dn	300-1	300-1	200-½
SEA-VOR	LOM	Direct	2000	C-dn	800-2	800-2	800-2
SJ-LFR	LOM	Direct	2000	A-dn	800-2	800-2	800-2
Black Diamond Int	LOM	Direct	3000				
Burton Int	LOM	Direct	2000				
Lofall Int	LOM	Direct	2000				
Port Gamble Int	LOM	Direct	2000				

Radar transitions and vectoring using Seattle-Tacoma Radar authorized in accordance with approved radar patterns.

Procedure turn S side of crs, 308° Outbnd, 128° Inbnd, 2000′ within 10 miles. NA beyond 10 miles.

Minimum altitude over facility on final approach crs, 1500′; over LMM, 1300′.

Crs and distance, facility to airport, 128°—6.4 mi.; MM to airport, 128°—1.6 mi.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 6.4 miles after passing LOM, climb to 2000′ direct to SJ-LFR, thence turn left, continue climb direct to BF LOM or, when directed by ATC, climb to 2000′ direct to SJ-LFR, thence turn right, continue climb direct to SE LOM.

CAUTION: 1011′ tower 1.6 miles E of LOM. 578′ tower 0.7 mile S of final approach crs. Terrain, trees, and water tank 591′ 1.8 miles SW through W of airport, and 556′ 2.3 miles E through SE of airport.

Other change: Deletes transitions from Hobart FM and Vashon Int.

City, Seattle; State; Wash.; Airport Name, King County (Boeing Field); Elev., 17′; Fac. Class., LOM; Ident., BF; Procedure No. 1, Amdt. 2; Eff. Date, 24 Nov. 62; Sup. Amdt. No. 1; Dated, 2 Dec. 61

FD-LFR	LOM	Direct	2700	T-dn*	300-1	300-1	200-½
FSD-VOR	LOM	Direct	2700	C-dn	500-1	500-1	500-1½
17-mi DME Fix and 206° brng from LOM	LOM (Final)	Direct	2500	S-dn-3	500-1	500-1	500-1
				A-dn	800-2	800-2	800-2

Procedure turn S side of crs, 206° Outbnd, 026° Inbnd, 2700′ within 10 miles.

Minimum altitude over facility on final approach crs, 2500′.

Crs and distance, facility to airport, 026°—3.8 mi.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 3.8 miles after passing LOM, climb to 2800′ on crs 026° from LOM within 20 miles.

CAUTION: Tower 1628′ msl 1.5 miles NE of LOM.

NOTE: When authorized by ATC, FSD DME may be used to position aircraft on final approach course at 3400′ between radials 145° clockwise to 300° via 17-mile DME arc with the elimination of procedure turn.

Other change: Deletes straight-in minimums of 400-1.

*300-1 required for takeoff Runway 15.

City, Sioux Falls; State, S. Dak.; Airport Name, Joe Foss Field; Elev., 1426′; Fac. Class., LOM; Ident., FS; Procedure No. 1, Amdt. 6; Eff. Date, 24 Nov. 62; Sup. Amdt. No. 5; Dated, 6 Oct. 62

3. The very high frequency omnirange (VOR) procedures prescribed in § 609.100(c) are amended to read in part:

VOR STANDARD INSTRUMENT APPROACH PROCEDURE

Bearings, headings, courses and radials are magnetic. Elevations and altitudes are in feet MSL. Ceilings are in feet above airport elevation. Distances are in nautical miles unless otherwise indicated, except visibilities which are in statute miles.

If an instrument approach procedure of the above type is conducted at the below named airport, it shall be in accordance with the following instrument approach procedure, unless an approach is conducted in accordance with a different procedure for such airport authorized by the Administrator of the Federal Aviation Agency. Initial approaches shall be made over specified routes. Minimum altitudes shall correspond with those established for en route operation in the particular area or as set forth below.

Transition				Ceiling and visibility minimums			
From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	
				T-dn	*500-1	*500-1	*500-1
				C-dn	800-2	800-2	800-2
				A-dn	NA	NA	NA

Procedure turn E side of crs, 212° Outbnd, 032° Inbnd, 4600′ within 10 miles of PSK-VOR.

Minimum altitude over facility on final approach crs, 3900′.

Crs and distance, facility to airport, 032°—2.9 mi.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 2.9 miles after passing PSK-VOR, climb to 4600′ on 080° crs within 20 miles. Reverse course to PSK-VOR, hold SW on PSK-VOR R-212, 032° Inbnd, 1-minute right turns.

CAUTION: *Mountainous terrain 1500′ higher than airport elevation south, west, and north at 5 to 8 miles. Higher terrain at greater distances. Climb to 8000′ in an area bounded by R-050 through R-110 within 15 miles of VOR.

City, Dublin; State, Va.; Airport Name, New River Valley; Elev., 2105′; Fac. Class., BVOR; Ident., PSK; Procedure No. 1, Amdt. 4; Eff. Date, 24 Nov. 62; Sup. Amdt. No. 3; Dated, 20 Oct. 62

4. The terminal very high frequency omnirange (TerVOR) procedures prescribed in § 609.200 are amended to read in part:

TERMINAL VOR STANDARD INSTRUMENT APPROACH PROCEDURE

Bearings, headings, courses and radials are magnetic. Elevations and altitudes are in feet MSL. Ceilings are in feet above airport elevation. Distances are in nautical miles unless otherwise indicated, except visibilities which are in statute miles.

If an instrument approach procedure of the above type is conducted at the below named airport, it shall be in accordance with the following instrument approach procedure, unless an approach is conducted in accordance with a different procedure for such airport authorized by the Administrator of the Federal Aviation Agency. Initial approaches shall be made over specified routes. Minimum altitudes shall correspond with those established for en route operation in the particular area or as set forth below.

Transition				Ceiling and visibility minimums			
From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	
Du Page VOR	Glen Int*	Direct	2500	T-dn#	300-1	300-1	200-½
Naperville VOR	Glen Int*	Direct	2500	C-dn	500-1	500-1	500-1½
Acorn Int	Glen Int*	Via API R-306 and ORD R-223.	2500	S-dn-4	500-1	500-1	500-1
				A-dn	800-2	800-2	800-2
Glen Int*	Benson Int** (Final)	Direct	1900				

Procedure turn NA.

Radar transition to final approach course authorized. Aircraft will be released for final approach without procedure turn 3 miles from Benson Int**.

Minimum altitude over Benson Int** on final approach course, 1900′.

Crs and distance, Benson Int** to Runway 4, 043°—3.6 mi.

Crs and distance, breakoff point to approach end of Runway 4, 038°—0.5 mi.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 0.0 mile, make left turn climb to 2500′, proceed to OBK-VOR via OBK R-170.

NOTE: Aircraft must be equipped with dual VOR receivers, a VOR and DME receiver, or position be identified over Benson Int** by O'Hare Radar.

*Glen Int: Int DPA R-095 and ORD R-223, or ORD 10.4-mile DME Fix R-223.

**Benson Int: Int DPA R-078 and ORD R-223, or ORD 4.0-mile DME Fix R-223.

#CAUTION: Takeoffs on Runway 27 when weather is below 2000-3, will intercept ORD-VOR R-250 and climb to 2000′ before proceeding westbound. Takeoffs on Runway 32L, when weather is below 2000-3, will intercept ORD-VOR R-306 and climb to 2000′ before proceeding westbound.

City, Chicago; State, Ill.; Airport Name, O'Hare International; Elev., 667′; Fac. Class., VORTAC; Ident., ORD; Procedure No. Ter VOR-4, Amdt. Orig.; Eff. Date, 24 Nov. 62

Greensburg Int*	LBE-VOR	Direct	3500	T-dn#	600-1	600-1	NA
IHD-VOR	LBE-VOR	Direct	4500	C-dn	800-1	800-1	NA
				A-dn	NA	NA	NA

Procedure turn W side of final approach crs, 020° Outbnd, 200° Inbnd, 3200′ within 10 miles.

Minimum altitude over facility on final approach crs, 1900′.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 0.0 mile, turn right (west) climbing to 3500′, returning to VOR. Hold north of LBE-VOR on R-020, 1-minute right turns, inbnd crs 200°.

CAUTION: High terrain south and east of airport (2630′ obstruction 6.1 miles east of final approach radial).

NOTES: No local weather reports available. Communications with PIT Center and/or Allegheny Tower available at 1342′. Turn west after takeoff and climb on R-270 of LBE-VOR until reaching 3500′ within 10 miles.

*Greensburg Int: Int PIT R-092 and IHD R-349.

#Runway 7-25, VFR day operation only.

City, Latrobe; State, Pa.; Airport Name, Westmoreland-Latrobe; Elev., 1144′; Fac. Class., VOR; Ident., LBE; Procedure No. TerVOR (R-020), Amdt. Orig.; Eff. Date, 24 Nov. 62

				T-dn	300-1	300-1	200-½
				C-dn	*500-1	*500-1	*500-1½
				S-d-4	500-1	500-1	500-1
				A-dn	800-2	800-2	800-2

Procedure turn S side of crs, 215° Outbnd, 035° Inbnd, 1500′ within 10 miles.

Minimum altitude over facility on final approach crs, 600′.

Crs and distance, breakoff point to approach end of Runway 4, 044°—0.4 mi.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 0.0 mile, climb to 1500′ on crs of 035° within 10 miles of Salisbury VOR. Turn right, return to SBY-VOR at 1500′. Hold NE 1-minute left turns, inbnd crs 215°.

*Night operations—Runways 13-31 only.

City, Salisbury; State, Md.; Airport Name, Salisbury-Wicomico County; Elev., 52′; Fac. Class., BVOR; Ident., SBY; Procedure No. TerVOR-4, Amdt. 1; Eff. Date, 24 Nov. 62; Sup. Amdt. No. Orig.; Dated, 2 July 60

TERMINAL VOR STANDARD INSTRUMENT APPROACH PROCEDURE—Continued

Transition				Ceiling and visibility minimums			
From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	
				T-dn	300-1	300-1	200-½
				C-dn	600-1	600-1	600-1½
				S-d-22	600-1	600-1	600-1
				A-dn	800-2	800-2	800-2

Procedure turn N side of crs, 058° Outbnd, 238° Inbnd, 1500′ within 10 miles.

Minimum altitude over facility on final approach crs, 700′.

Crs and distance, breakoff point to approach end of Runway 22, 224°—0.8 mi.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 0.0 mile, climb to 1500′ on crs of 238° within 10 miles of Salisbury VOR. Turn left, return to SBY-VOR at 1500′. Hold NE, 1-minute left turns, inbnd crs 215°.

*Night operations—Runways 13-31 only.

City, Salisbury; State, Md.; Airport Name, Salisbury-Wicomico County; Elev., 52′; Fac. Class., BVOR; Ident., SBY; Procedure No. TerVOR-22, Amdt. 1; Eff. Date, 24 Nov. 62; Sup. Amdt. No. Orig.; Dated, 2 July 60

				T-dn	300-1	300-1	200-½
				C-dn	600-1	600-1	600-1½
				S-dn-31	600-1	600-1	600-1
				A-dn	800-2	800-2	800-2

Procedure turn E side of crs, 142° Outbnd, 322° Inbnd, 1500′ within 10 miles.

Minimum altitude over facility on final approach crs, 700′.

Crs and distance, breakoff point to approach end of Runway 31, 314°—0.4 mi.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 0.0 mile, climb to 1700′ on crs of 322° within 10 miles of Salisbury VOR. Turn left, return to SBY-VOR at 1700′. Hold NE 1-minute left turns, inbound course 215°.

*Night operations—Runway 13-31 only.

City, Salisbury: State, Md.; Airport Name, Salisbury-Wicomico County; Elev., 52′; Fac. Class., BVOR; Ident., SBY; Procedure No. TerVOR-31, Amdt. 1; Eff. Date, 24 Nov. 62; Sup. Amdt. No. Orig.; Dated, 2 July 60

5. The instrument landing system procedures prescribed in § 609.400 are amended to read in part:

ILS STANDARD INSTRUMENT APPROACH PROCEDURE

Bearings, headings, courses and radials are magnetic. Elevations and altitudes are in feet MSL. Ceilings are in feet above airport elevation. Distances are in nautical miles unless otherwise indicated, except visibilities which are in statute miles.

If an instrument approach procedure of the above type is conducted at the below named airport, it shall be in accordance with the following instrument approach procedure, unless an approach is conducted in accordance with a different procedure for such airport authorized by the Administrator of the Federal Aviation Agency. Initial approaches shall be made over specified routes. Minimum altitudes shall correspond with those established for en route operation in the particular area or as set forth below.

Transition				Ceiling and visibility minimums			
From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	
ITH-VOR	Alpine RBn (Final)	Direct	3300	T-d	800-2	800-2	800-2
ATE-VOR	Alpine RBn	Direct	3300	T-n	800-3	800-3	800-3
ELM-VOR	Alpine RBn	Direct	3300	C-d	1200-2	1200-2	1200-2
Sayre Int	Alpine RBn	Direct	3300	C-n	1200-3	1200-3	1200-3
Int ATE-VOR R-129 and NE crs Loc	Alpine RBn (Final)	Direct	3300	S-dn-24	800-1½	800-1½	800-1½
				A-d	1400-2	1400-2	1400-2
				A-n	1400-3	1400-3	1400-3

Procedure turn N side of final approach crs, 059° Outbnd, 239° Inbnd, 3300′ within 10 miles of Alpine RBn.

Minimum altitude at glide slope interception inbnd, 3300′.

Altitude of glide slope and distance to approach end of runway at OM, 2237′—3.9 mi; at MM, 1170′—0.6 mi.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 3.9 miles after passing outer marker or 7.0 miles after passing Alpine RBn, climb on crs 239° to 2500′ within 10 miles. Then proceed direct to ELM-VOR, climbing to 3000′. Hold west ELM-VOR, 1-minute right turns, 066° inbnd.

AIR CARRIER NOTE: Sliding scale NA. No reduction in landing visibility minimums authorized for local conditions. No reductions in takeoff minimums authorized.

NOTE: VFR clearances under provisions of CAR 60-31 NA when visibility is less than 2 miles and a circling approach is required.

City, Elmira; State, N.Y.; Airport Name, Chemung County; Elev., 951′; Fac. Class., ILS; Ident., I-ELM; Procedure No. ILS-24, Amdt. Orig.; Eff. Date, 24 Nov. 62

MSY RBn	LOM	Direct	1800	T-dn	300-1	300-1	200-½
MSY VOR	LOM	Direct	1800	C-dn	400-1	500-1	500-1½
LaPlace MHW	LOM (Final)	Direct	1800	S-dn-10*	200-½	200-½	200-½
				A-dn	600-2	600-2	600-2

Radar may be used to position aircraft for a final approach within 5 miles west of LOM with the elimination of a procedure turn. Radar vectoring authorized in accordance with approved procedures.

Procedure turn S side W crs, 279° Outbnd, 099° Inbnd, 1800′ within 10 miles.

Minimum altitude at glide slope int inbnd, 1800′.

Altitude of glide slope and distance to approach end of runway at OM, 1780′—6.6 mi; at MM, 189′—0.6 mi.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished, climb to 2000′ on E crs ILS within 20 miles or, when directed by ATC, (1) turn left, climb to 1400′ on 030 radial MSY-VOR or (2) turn left, climb to 1500′ on R-060 MSY-VOR or (3) turn right, climb to 1500′ on R-175 MSY-VOR, all within 20 miles of MSY-VOR.

CAUTION: 409′ radio tower 2.3 miles north of airport.

*400-¾ required when glide slope not utilized.

City, New Orleans; State, La.; Airport Name, New Orleans International; Elev., 3′; Fac. Class., ILS; Ident., IMSY; Procedure No. ILS-10, Amdt. 13; Eff. Date, 24 Nov. 62; Sup. Amdt. No. 12; Dated, 6 Oct. 62

ILS STANDARD INSTRUMENT APPROACH PROCEDURE—Continued

Transition				Ceiling and visibility minimums			
From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	
SJT VOR	LOM	Direct	3500	T–dn	300–1	300–1	200–½
Sterling Int	LOM	Direct	3500	C–dn	400–1	500–1	500–1½
Eden Int	LOM	Direct	3500	S–dn–3	400–1	400–1	400–1
Christoval Int	LOM	Direct	3500	A–dn	600–2	600–2	600–2
Christoval Int	Nicker Int#	Direct	4000				
Nicker Int#	LOM	Direct	3500				

Procedure turn S side of crs, 212° Outbnd, 032° Inbnd, 3500′ within 10 miles.
Crs and distance, facility to airport, 032°—5.8 mi.
Minimum altitude at LOM on final approach crs, 3500′.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 5.8 miles after passing LOM, turn right, climb to 3500′ on SJT-VOR R–083 within 20 miles, or climb to 3400′ on R–013 within 20 miles.
NOTE: No glide slope, middle marker, or approach lights.
CAUTION: 2480′ MSL tower 4.2 miles NW of airport.
#Nicker Int: Intersection of the SJT ILS SW crs and the R–300 Junction, Texas VOR.

City, San Angelo; State, Tex.; Airport Name, Mathis Field; Elev., 1915′; Fac. Class., ILS; Ident., I–SJT; Procedure No. ILS–3, Amdt. 1; Eff. Date, 24 Nov. 62; Sup. Amdt. No. Orig.; Dated, 25 Nov. 61

From—	To—	Course and distance	Minimum altitude (feet)	Condition	65 knots or less	More than 65 knots	More than 2-engine, more than 65 knots
PAE VOR	LOM	Direct	2100	T–dn	300–1	300–1	200–½
SJ–LFR	LOM	Direct	2100	C–dn	800–2	800–2	800–2
Black Diamond Int	LOM	Direct	3000	S–dn–13*	500–1	500–1	500–1
SEA–VOR	LOM	Direct	2100	A–dn	800–2	800–2	800–2
Burton Int	LOM	Direct	2100				
Lofall Int	LOM	Direct	2100				
Port Gamble Int	LOM	Direct	2100				

Radar transitions and vectoring using Seattle-Tacoma Radar authorized in accordance with approved radar patterns.
When used in lieu of procedure turn, radar alignment on final approach heading within 10 miles of LOM is required.
Procedure turn S side of crs, 308° Outbnd, 128° Inbnd, 2100′ within 10 miles. NA beyond 10 miles.
Minimum altitude at glide slope interception inbnd, 2100′.
Altitude of glide slope and distance to approach end of runway at OM, 2080′—6.4 mi.; at MM, 500′—1.6 mi.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 1.6 miles after passing LMM or 6.4 miles after passing LOM, climb to 2100′ direct to SJ–LFR, thence turn left, continue climb direct to BF LOM or, when directed by ATC, climb to 2000′ direct to SJ–LFR, thence turn right, continue climb direct to SE LOM.
NOTE: Narrow localizer course—4°.
CAUTION: 578′ MSL tower 0.7 mile S of final approach crs. Terrain, trees, and water tanks to 591′ MSL 1.8 miles SW through W of airport, and E through SE of airport within 2.3 miles to 556′ MSL. Localizer usable only 45° on either side of front course. False course indications possible in other areas.
Other change: Deletes transitions from Hobart FM and Vashon Int.
*700′ required when glide slope not used.
*Air carrier: Sliding scale not authorized below ¾ mile.

City, Seattle; State, Wash.; Airport Name, King County (Boeing Field); Elev., 17′; Fac. Class., ILS; Ident., I–BFI; Procedure No. ILS–13, Amdt. 4; Eff. Date, 24 Nov. 62; Sup. Amdt. No. 3; Dated, 9 June 62

6. The radar procedures prescribed in § 609.500 are amended to read in part:

RADAR STANDARD INSTRUMENT APPROACH PROCEDURE

Bearings, headings, courses and radials are magnetic. Elevations and altitudes are in feet, MSL. Ceilings are in feet above airport elevation. Distances are in nautical miles unless otherwise indicated, except visibilities which are in statute miles.

If a radar instrument approach is conducted at the below named airport, it shall be in accordance with the following instrument procedure, unless an approach is conducted in accordance with a different procedure for such airport authorized by the Administrator of the Federal Aviation Agency. Initial approaches shall be made over specified routes. Minimum altitude(s) shall correspond with those established for en route operation in the particular area or as set forth below. Positive identification must be established with the radar controller. From initial contact with radar to final authorized landing minimums, the instructions of the radar controller are mandatory except when (A) visual contact is established on final approach at or before descent to the authorized landing minimums, or (B) at pilot's discretion if it appears desirable to discontinue the approach, except when the radar controller may direct otherwise prior to final approach, a missed approach shall be executed as provided below when (A) communication on final approach is lost for more than 5 seconds during a precision approach, or for more than 30 seconds during a surveillance approach; (B) directed by radar controller; (C) visual contact is not established upon descent to authorized landing minimums; or (D) if landing is not accomplished.

Transition				Ceiling and visibility minimums			
From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	
					Precision approach		
				T–dn–14/32	300–1	300–1	200–½
				C–dn–A11	600–1	600–1	600–1½
				S–dn–14/32	300–¾	300–¾	300–¾
				A–dn–A11	600–2	600–2	600–2
					Surveillance approach		
				T–dn–14/32	300–1	300–1	200–½
				C–dn–A11	600–1	600–1	600–1½
				A–dn–A11	800–2	800–2	800–2

No terminal area maneuvering altitudes. Radar transitions and vectoring utilizing McChord RAPCON Radar or Gray AAF Radar authorized in accordance with approved radar patterns and sector altitudes.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished—
Runway 14: Turn left, climb to 2000′ direct to GRF Rbn.
Runway 32: Climb to 2000′ direct to GRF RBn.
Alternate missed approach: All runways: Climb to 3000′ on crs 270° to intercept R–020 OLM–VOR, thence to OLM–VOR.
CAUTION: Restricted area 6.8 miles north of airport.
NOTE: This procedure authorized for military use only.

City, Fort Lewis; State, Wash.; Airport Name, Gray AAF; Elev., 301′; Fac. Class., Gray AAF; Ident., Radar; Procedure No. 1, Amdt. 4; Eff. Date, 24 Nov. 62; Sup. Amdt. No. 3; Dated, 25 Nov. 61

RADAR STANDARD INSTRUMENT APPROACH PROCEDURE—Continued

Transition				Ceiling and visibility minimums			
From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	
105° Clockwise	130°	0–3 mi	2000	Surveillance approach			
105° Clockwise	130°	3–25 mi	3700				
130° Clockwise	240°	0–25 mi	1500	T-dn	300–1	300–1	200–½
240° Clockwise	265°	0–6 mi	1500	C-dn*	500–1	500–1	500–1½
240° Clockwise	265°	6–7 mi	2000	S-dn-4	400–1	400–1	400–1
240° Clockwise	265°	7–25 mi	3000	S-dn-8	500–1	500–1	500–1
265° Clockwise	270°	0–6 mi	1500	A-dn	800–2	800–2	800–2
265° Clockwise	270°	5–8 mi	3100				
265° Clockwise	270°	8–25 mi	3600				

Radar vectoring authorized in accordance with approved patterns.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished, make climbing right turn, intercept HNL–VOR R–168 and proceed to Southgate Int at 2000′.

CAUTION: 1. *Circling north of airport NA due 385′ terrain 1.5 miles and 524′ 2 miles NE of airport. 2. 181′ water tower 1 mile NNW of approach end Runway 8.

City, Honolulu; State, Hawaii; Airport Name, International; Elev., 13′; Fac. Class., Honolulu; Ident., Radar; Procedure No. 1, Amdt. 3; Eff. Date, 24 Nov. 62; Sup. Amdt. No. 2; Dated, 6 July 58

From—	To—	Course and distance	Minimum altitude (feet)	Condition	65 knots or less	More than 65 knots	More than 2-engine, more than 65 knots
All directions		Within 22 mi	1500	Surveillance approach			
				T-dn	300–1	300–1	200–½
				C-dn	400–1	500–1	500–1½
				S-dn-33	400–1	400–1	400–1
				A-dn	800–2	800–2	800–2

Radar control will provide 1000′ vertical clearance within a 3-mile radius, or 500′ vertical clearance within a 3- to 5-mile (inclusive) radius of 489′ TV tower 5.5 miles N, 309′ tower 2.2 miles NW of airport.

Minimum altitude on final approach crs: Do not descend below 1000′ when more than 5.2 miles from end of Runway 33.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished, climb to 1500′ on NW crs ILS (328°) within 20 miles.

City, Lake Charles; State, La.; Airport Name, Lake Charles Municipal; Elev., 16′; Fac. Class., Lake Charles; Ident., Radar; Procedure No. 1, Amdt. Orig.; Eff. Date, 24 Nov. 62

These procedures shall become effective on the dates specified therein.

(Secs. 313(a), 307(c), 72 Stat. 752, 749; 49 U.S.C. 1354(a), 1348(c))

Issued in Washington, D.C., on October 22, 1962.

GEORGE C. PRILL,
Director, Flight Standards Service.

[F.R. Doc. 62–10761; Filed, Nov. 9, 1962; 8:53 a.m.]

Title 16—COMMERCIAL PRACTICES

Chapter I—Federal Trade Commission

[Docket No. C–261]

PART 13—PROHIBITED TRADE PRACTICES

Excel Products, Inc., et al.

Subpart—Advertising falsely or misleadingly: § 13.30 *Composition of goods;* § 13.70 *Fictitious or misleading guarantees;* § 13.155 *Prices:* § 13.155–10 *Bait;* § 13.185 *Refunds, repairs, and replacements;* § 13.240 *Special or limited offers.* Subpart—Misrepresenting oneself and goods—Goods: § 13.1605 *Content;* § 13.1647 *Guarantees;* § 13.1747 *Special or limited offers;* [Misrepresenting oneself and goods]—Prices: § 13.1779 *Bait.*

(Sec. 6, 38 Stat. 721; 15 U.S.C. 46. Interpret or apply sec. 5, 38 Stat. 719, as amended; 15 U.S.C. 45) [Cease and desist order, Excel Products, Inc., et al., Philadelphia, Pa., Docket C–261, Oct. 26, 1962]

In the Matter of Excel Products, Inc., a Corporation, and Jerome Albert, Individually and as an Officer of Said Corporation, and Hannah Gendal, and Harriet Albert, as Officers of Said Corporation

Consent order requiring Philadelphia distributors of aluminum storm-screen windows and doors, aluminum and fiberglass awnings, carports and patio covers, to cease using bait advertising in newspapers and misleading statements of salesmen to obtain leads to interested prospects; representing falsely, in such connection, that their products were on sale for 3 days only at a special price, which was in fact the regular price; and representing falsely that the advertised products were as pictured and included an ornamental grill and monogram on the storm door, and that repairs and adjustments would be made as guaranteed.

The order to cease and desist, including further order requiring report of compliance therewith, is as follows:

It is ordered, That respondents Excel Products, Inc., a corporation, and its officers and Jerome Albert, individually and as an officer of said corporation, and Hannah Gendal and Harriet Albert, as officers of said corporation, and respondents' representatives, agents, and employees, directly or through any corporate or other device, in connection with the offering for sale, sale or distribution of aluminum storm-screen windows and doors, aluminum or fiberglass awnings, carports and patio covers, or any other merchandise in commerce, as "commerce" is defined in the Federal Trade Commission Act, do forthwith cease and desist from:

1. Representing, directly or indirectly, that merchandise is offered for sale, when such offer is not a bona fide offer to sell the merchandise so offered;
2. Representing, directly or indirectly, that merchandise is sold at a special or reduced price unless such price constitutes a reduction from the price at which the merchandise has been usually and regularly sold by respondents in the recent regular course of business;
3. Representing, directly or indirectly, that a sale is limited to three days, or any other time, contrary to fact;
4. Representing, pictorially or otherwise that products offered for sale at a stated price include certain construction or features when such products do not include such construction or features at the price stated;
5. Representing, directly or indirectly, that any products are guaranteed unless respondents do in fact fulfill all the requirements of the terms of their guarantees.

It is further ordered, That the respondents herein shall, within sixty (60) days after service upon them of this order, file with the Commission a report in writing setting forth in detail the manner and form in which they have complied with this order.

Issued: October 26, 1962.

By the Commission.

[SEAL] JOSEPH W. SHEA,
Secretary.

[F.R. Doc. 62–11249; Filed, Nov. 9, 1962; 8:48 a.m.]

[Docket No. C–258]

PART 13—PROHIBITED TRADE PRACTICES

Robert J. Freund et al.

Subpart—Furnishing false guaranties: § 13.1053 *Furnishing false guaranties:* § 13.1053–80 *Textile Fiber Products Identification Act;* § 13.1053–90 *Wool Products Labeling Act.* Subpart—Misbranding or mislabeling: § 13.1185 *Composition:* 13.1185–80 *Textile Fiber Products Identification Act;* § 13.1185–90 *Wool Products Labeling Act.* Subpart—Neglecting, unfairly or deceptively, to make material disclosure: § 13.1845 *Composition:* § 13.1845–70 *Textile Fiber Products Identification Act;* § 13.1845–80 *Wool Products Labeling Act;* § 13.1853 *Formal regulatory and statutory requirements:* § 13.1852–70 *Textile Fiber Products Identification Act;* § 13.1852–80 *Wool Products Labeling Act.*

(Sec. 6, 38 Stat. 721; 15 U.S.C. 46. Interpret or apply sec. 5, 38 Stat. 719, as amended, secs. 2–5, 54 Stat. 1128–1130, 72 Stat. 1717; 15 U.S.C. 45, 68, 70) [Cease and desist order, Robert J. Freund et al. trading as Royal Woolen Co., New York, N.Y., Docket C–258, Oct. 26, 1962]

In the Matter of Robert J. Freund and Antoinette Freund, individually and as co-partners trading as Royal Woolen Co.

Consent order requiring New York City distributors of textile fiber products to cease violating the Textile Fiber Products Identification Act by labeling as "88% Rayon, 7% Nylon, and 5% Crylor", textile fiber products which contained substantially different amounts of fibers, and representing falsely on labels that textile fiber products contained certain fibers only, failing to disclose on labels the true generic name of the fibers present and the percentage thereof, failing in other respects to comply with labeling requirements, and furnishing false guaranties that certain of their said products were not misbranded or falsely invoiced; and to cease violating the Wool Products Labeling Act by misbranding wool fabrics as to fiber content, affixing labels containing false guarantees that the fiber content information was correct, failing to disclose the true generic name and percentage of fibers present and failing in other respects to comply with labeling requirements.

The order to cease and desist, including further order requiring report of compliance therewith, is as follows:

It is ordered, That respondents Robert J. Freund and Antoinette Freund individually and as co-partners trading as Royal Woolen Co. or under any other trade name and respondents' representatives, agents and employees, directly or through any corporate or other device, in connection with the introduction, delivery for introduction, sale, advertising, or offering for sale, in commerce, or the transportation or causing to be transported in commerce, or the importation into the United States, of any textile fiber product; or in connection with the sale, offering for sale, advertising, delivery, transportation, or causing to be transported, of any textile fiber product which has been advertised or offered for sale in commerce; or in connection with the sale, offering for sale, advertising, delivery, transportation, or causing to be transported, after shipment in commerce, of any textile fiber product, whether in its original state or contained in other textile fiber products, as the terms "commerce", and "textile fiber product" are defined in the Textile Fiber Products Identification Act do forthwith cease and desist from:

A. Misbranding textile fiber products by:

1. Falsely or deceptively stamping, tagging, labeling, invoicing, advertising or otherwise identifying such products as to the name or amount of constituent fibers contained therein.

2. Falsely or deceptively stamping, tagging, labeling, invoicing, advertising or otherwise identifying such products by representing, either directly or indirectly, that textile fiber products contain certain fibers only, when in truth or in fact, the textile fiber products contain other fibers in addition thereto.

3. Failing to affix labels to such textile fiber products showing each element of information required to be disclosed by section 4(b) of the Textile Fiber Products Identification Act.

4. Designating fibers present in such textile fiber products in the amount of five percentum or less of the total fiber weight, by their generic names or fiber trademarks.

5. Using a fiber trademark on labels affixed to such textile fiber products without the generic name of the fiber appearing on the said label.

6. Using a generic name or fiber trademark on any label, whether required or non-required, without making a full and complete fiber content disclosure in accordance with the said Act and Regulations, the first time such generic name or fiber trademark appears on the label.

7. Using words, symbols, or depictions on labels attached to textile fiber products, which constitute or imply the name or designation of a fiber when such fiber is not present in the aforesaid product.

B. Furnishing false guaranties that textile fiber products are not misbranded or falsely invoiced under the provisions of the Textile Fiber Products Identification Act.

It is further ordered, That respondents Robert J. Freund and Antoinette Freund, individually and as copartners trading as Royal Woolen Co. or under any other trade name and respondents' representatives, agents and employees directly or through any corporate or other device, in connection with the introduction into commerce, sale, transportation, distribution, delivery for shipment, shipment or offering for sale in commerce, of wool products, as the terms "commerce" and "wool product" are defined in the Wool Products Labeling Act of 1939, do forthwith cease and desist from misbranding wool products by:

1. Falsely or deceptively stamping, tagging, labeling or otherwise identifying such products as to the character or amount of the constituent fibers included therein.

2. Falsely or deceptively stamping, tagging, labeling or otherwise identifying such products by using on labels any guarantee which fails to set forth the terms and conditions thereof and the manner in which performance thereunder would be carried out.

3. Failing to securely affix labels to or place on each such product a stamp, tag, label, or other means of identification showing in a clear and conspicuous manner, each element of information required to be disclosed by section 4(a) (2) of the Wool Products Labeling Act of 1939.

4. Failing to use the respective common generic name of fibers when naming fibers in the required information, except where another name is required or permitted under the Act or Regulations.

5. Setting forth non-required information or representations on wool products or on labels or any other mark of identification of said wool products in such a way as to be false and deceptive or to interfere with the required information.

It is further ordered, That the respondents herein shall, within sixty (60) days after service upon them of this order, file with the Commission a report in writing setting forth in detail the manner and form in which they have complied with this order.

Issued: October 26, 1962.

By the Commission.

[SEAL] JOSEPH W. SHEA,
Secretary.

[F.R. Doc. 62–11250; Filed, Nov. 9, 1962; 8:49 a.m.]

[Docket No. C–260]

PART 13—PROHIBITED TRADE PRACTICES

George Gorbatenko

Subpart—Invoicing products falsely: § 13.1108 *Invoicing products falsely:* § 13.1108–45 *Fur Products Labeling Act.* Subpart—Misbranding or mislabeling: § 13.1212 *Formal regulatory and statutory requirements:* §13.1212–30 *Fur Products Labeling Act.* Subpart—Neglecting, unfairly or deceptively, to make material disclosure: § 13.1845 *Composition:* § 13.–1845–30 *Fur Products Labeling Act;* § 13.1852 *Formal regulatory and statutory requirements:* § 13.1852–35 *Fur Products Labeling Act;* § 13.1865 *Manufacture or preparation:* § 13.1865–40 *Fur Products Labeling Act;* § 13.1900 *Source or origin:* § 13.1900–40 *Fur Products Labeling Act;* § 13.1900–40(a) *Maker or seller;* § 13.1900–40(b) *Place.*

(Sec. 6, 38 Stat. 721; 15 U.S.C. 46. Interpret or apply sec. 5, 38 Stat. 719, as amended; sec. 8, 65 Stat. 179; 15 U.S.C. 45, 69f) [Cease and desist order, George Gorbatenko trading as George Gorbatenko, San Francisco, Calif., Docket C–260, Oct. 26, 1962]

Consent order requiring a San Francisco furrier to cease violating the Fur Products Labeling Act by failing to show on labels on fur products the name of the manufacturer, etc., and the country of origin of imported furs, and to use the term "natural" where required; failing to disclose on invoices the true animal name of furs and when fur was dyed, and to set forth the terms "Dyed Broadtail-processed Lamb" and "natural" as provided; and failing in other respects to comply with labeling and invoicing requirements.

The order to cease and desist, including further order requiring report of compliance therewith, is as follows:

It is ordered, That George Gorbatenko, an individual trading as George Gorbatenko or under any other name, and respondent's representatives, agents and employees, directly or through any corporate or other device, in connection with the introduction into commerce, or the sale, advertising, or offering for sale in commerce or the transportation or distribution in commerce of any fur product; or in connection with the sale, advertising, offering for sale, transportation, or distribution of any fur product which is made in whole or in part of fur which has been shipped and received in commerce; or in connection with the sale, advertising, offering for sale or processing of any fur product which has been shipped and received in commerce, and upon which fur product a substitute label has been placed by respondent, as "commerce", "fur" and "fur product" are defined in the Fur Products Labeling Act, do forthwith cease and desist from:

1. Misbranding fur products by:

A. Placing substitute labels on fur products for labels affixed to such fur products pursuant to section 4 of the Fur Products Labeling Act and which substitute labels do not conform to the requirements of section 4 of the said Act.

B. Failing to affix labels to fur products showing in words and figures plainly legible all the information required to be disclosed by each of the subsections of section 4(2) of the Fur Products Labeling Act.

C. Setting forth on labels affixed to fur products:

(1) Information required under section 4(2) of the Fur Products Labeling Act and the rules and regulations promulgated thereunder in abbreviated form.

(2) Information required under section 4(2) of the Fur Products Labeling Act and the rules and regulations promulgated thereunder in handwriting.

D. Failing to set forth all the information required under section 4(2) of the Fur Products Labeling Act, and the rules and regulations promulgated thereunder on one side of such labels.

E. Failing to set forth information required under the Fur Products Labeling Act and the rules and regulations promulgated thereunder in the sequence required by Rule 30 of the aforesaid rules and regulations.

F. Failing to set forth separately on labels attached to fur products composed of two or more sections containing different animal furs the information required under section 4(2) of the Fur Products Labeling Act and the rules and regulations promulgated thereunder with respect to the fur comprising each section.

G. Failing to use the term "natural" to describe fur products which are not pointed, bleached, dyed, tip-dyed, or otherwise artificially colored.

2. Falsely or deceptively invoicing fur products by:

A. Failing to furnish invoices to purchasers of fur products showing in words and figures plainly legible all the information required to be disclosed by each of the subsections of section 5(b)(1) of the Fur Products Labeling Act.

B. Setting forth information required under section 5(b)(1) of the Fur Products Labeling Act and the rules and regulations promulgated thereunder in abbreviated form.

C. Failing to set forth the term "Dyed Broadtail-processed Lamb" in the manner required where an election is made to use that term instead of the term "Dyed Lamb".

D. Failing to use the term "natural" to describe a fur product which is not pointed, bleached, dyed, tip-dyed or otherwise artificially colored.

It is further ordered, That the respondent herein shall, within sixty (60) days after service upon him of this order, file with the Commission a report in writing setting forth in detail the manner and form in which he has complied with this order.

Issued: October 26, 1962.

By the Commission.

[SEAL] JOSEPH W. SHEA,
Secretary.

[F.R. Doc. 62-11251; Filed, Nov. 9, 1962; 8:49 a.m.]

[Docket No. C-259]

PART 13—PROHIBITED TRADE PRACTICES

Steelcraft Tool Corp. et al.

Subpart—Concealing, obliterating or removing law required and informative marking: § 13.510 *Foreign source.* Subpart—Furnishing means and instrumentalities of misrepresentation or deception: § 13.1055 *Furnishing means and instrumentalities of misrepresentation or deception.* Subpart—Misbranding or mislabeling: § 13.1220 *Guarantees.*

(Sec. 6, 38 Stat. 721; 15 U.S.C. 46. Interpret or apply sec. 5, 38 Stat. 719, as amended; 15 U.S.C. 45) [Cease and desist order, Steelcraft Tool Corporation et al., Long Island City, N.Y., Docket C-259, Oct. 26, 1962]

In the Matter of Steelcraft Tool Corporation, a corporation, and H. Harry Hahn and Kurt J. Spiegel, individually and as officers of said corporation

Consent order requiring Long Island City, N.Y., distributors of German and Japanese wrenches, pliers, and other hand tools, to cease selling the tools so packaged or assembled as to conceal the mark of foreign origin or with the markings so small and inconspicuous as not to be readily discernible to purchasers, and to cease representing falsely, by use on packages of such words as "Guaranteed", "Fully Guaranteed", and "Warranted", that the product was guaranteed in every respect.

The order to cease and desist, including further order requiring report of compliance therewith, is as follows:

It is ordered, That respondents Steelcraft Tool Corporation, a corporation, H. Harry Hahn and Kurt J. Spiegel individually and as officers of said corporation and respondents' agents, representatives and employees, directly or through any corporate or other device, in connection with the offering for sale, sale and distribution of hand tools, including wrenches, pliers or any other products, in commerce, as "commerce" is defined in the Federal Trade Commission Act, do forthwith cease and desist from:

1. Offering for sale, selling or distributing said products which are in whole or in part of foreign origin in packages or containers without clearly and conspicuously disclosing on the front or face of each package or container the name of the country or place of origin of the product.

2. Offering for sale, selling or distributing said products which are in whole or in part of foreign origin mounted on display cards without clearly and conspicuously disclosing the name or names of the country or countries, or place or places, of origin on the front of said display cards.

3. Placing in the hands of others any means or instrumentalities by or through which they may mislead the public as to any of the matters and things set out in paragraphs 1 and 2, above.

4. Representing, directly or by implication, that any of said products are guaranteed unless the nature and extent of the guarantee and the manner in which the guarantor will perform are clearly and conspicuously disclosed.

It is further ordered, That the respondents herein shall, within sixty (60) days after service upon them of this order, file with the Commission a report in writing setting forth in detail the manner and form in which they have complied with this order.

Issued: October 26, 1962.

By the Commission.

[SEAL] JOSEPH W. SHEA,
Secretary.

[F.R. Doc. 62-11252; Filed, Nov. 9, 1962; 8:49 a.m.]

Title 5—ADMINISTRATIVE PERSONNEL

Chapter I—Civil Service Commission

PART 6—EXCEPTIONS FROM THE COMPETITIVE SERVICE

Civil Service Commission

Effective upon publication in the FEDERAL REGISTER, paragraph (a) of § 6.145 is revoked.

(R.S. 1753, sec. 2, 22 Stat. 403, as amended; 5 U.S.C. 631, 633)

UNITED STATES CIVIL SERVICE COMMISSION,
[SEAL] DAVID F. WILLIAMS,
Director, Bureau of Management Services.

[F.R. Doc. 62-11262; Filed, Nov. 9, 1962; 8:51 a.m.]

PART 6—EXCEPTIONS FROM THE COMPETITIVE SERVICE

Department of the Air Force; Department of Labor

1. Effective upon publication in the FEDERAL REGISTER, paragraph (c) of § 6.207 is amended as set out below.

§ 6.207 Department of the Air Force.

* * * * *

(c) Not to exceed July 1, 1963, not more than 35 positions of Intergroup Relations Specialists at grades GS-12 through GS-15.

2. Effective upon publication in the FEDERAL REGISTER, subparagraph (1) of paragraph (a) and subparagraph (1) of paragraph (b) of § 6.213 are amended as set out below.

§ 6.213 Department of Labor.

(a) *Bureau of Apprenticeship and Training.* (1) Not to exceed July 1, 1963, not more than six positions of Industrial Training Adviser (Minorities) at grades GS-11 and 12.

(b) *Bureau of Employment Security.* (1) Not to exceed July 1, 1963, one position of Employment Adviser (Minorities).

(R.S. 1753, sec. 2, 22 Stat. 403, as amended; 5 U.S.C. 631, 633)

UNITED STATES CIVIL SERVICE COMMISSION,
[SEAL] DAVID F. WILLIAMS,
Director, Bureau of Management Services.

[F.R. Doc. 62-11263; Filed, Nov. 9, 1962; 8:52 a.m.]

Title 18—CONSERVATION OF POWER

Chapter I—Federal Power Commission

[Docket No. R-222; Order 255, amended]

PART 1—RULES OF PRACTICE AND PROCEDURE

Issuance, Amendment, Waiver, or Repeal of Rules

NOVEMBER 6, 1962.

The amendment to § 1.7(b) of the rules of practice and procedure, promulgated by Order No. 255 issued in this docket on September 20, 1962 (27 F.R. 9499), has caused a discrepancy in the paragraph in that the word "waiver" should have been inserted in the sentence beginning "Such petition * * *", as well as in the first sentence of the paragraph. This should be corrected.

Accordingly, the Commission, acting pursuant to the authority set out in Order No. 255, orders:

(A) Effective September 20, 1962, ordering paragraph (A) in Order No. 255 is amended by deleting paragraph 1 thereof and inserting in lieu thereof the following:

1. Paragraph (b) of § 1.7 is amended to read as follows:

(b) *For issuance, amendment, waiver, or repeal of rules.* A petition for the issuance, amendment, waiver, or repeal of a rule by the Commission shall set forth clearly and concisely petitioner's interest in the subject matter, the specific rule, amendment, waiver, or repeal requested, and cite by appropriate reference the statutory provision or other authority therefor. If a rate filing is accompanied by a request for waiver pursuant to this section the thirty-day notice period provided in section 4(d) of the Natural Gas Act and section 205(d) of the Federal Power Act shall begin to run if and when the Commission grants the request. Such petition shall set forth the purpose of, and the facts claimed to constitute the grounds requiring, such rule, amendment, waiver, or repeal, and shall conform to the requirements of §§ 1.15 and 1.16. Petitions for the issuance or amendment of a rule shall incorporate the proposed rule or amendment.

(Sec. 309, 49 Stat. 858; sec. 16, 52 Stat. 830; 16 U.S.C. 825h, 15 U.S.C. 717o)

(B) The first paragraph of the errata notice issued herein on October 5, 1962, is rescinded.

(C) The Secretary shall cause prompt publication of this order to be made in the FEDERAL REGISTER.

By the Commission.

[SEAL] JOSEPH H. GUTRIDE,
Secretary.

[F.R. Doc. 62-11243; Filed, Nov. 9, 1962; 8:47 a.m.]

[Docket No. R-224; Order 257]

PART 2—GENERAL POLICY AND INTERPRETATIONS

Natural Gas Pipeline Companies; Expedition of Rate Proceedings

NOVEMBER 6, 1962.

The Commission has before it for consideration the issuance of a statement of general policy by the addition of § 2.59 to Part 2, Subchapter A, General Rules, Chapter I of Title 18, Code of Federal Regulations.

On November 20, 1959, the Commission issued its Order No. 217 wherein it promulgated a series of amendments to its rules of practice and regulations under the Natural Gas Act designed to expedite hearings and shorten the records thereof (22 FPC 872, 24 F.R. 946). That order, in addition, expressed the view that more extensive use of conference procedures, both prior to and during hearings, could be used effectively to shorten not only the actual period of hearing, but also shorten and simplify the record which must be reviewed by both the presiding examiner and the Commission.

For various reasons, full implementation and utilization of the procedures contemplated by that order has not been possible. The situation has now changed, however, particularly with respect to pipeline rate cases. The regulations relating to pipeline rate-increase filings have been recently revised (Order No. 254, issued September 20, 1962, amending § 154.63 of Regulations Under the Natural Gas Act, 27 F.R. 9500). The revised section includes, among others, a requirement that the filings shall include more detailed data of such scope and format that they may serve as the company's case-in-chief.

In view of these developments, the conditions have now been created which make it feasible and essential that the policy and procedures set out in Order No. 217 should now be fully and effectively used in pipeline rate proceedings.

Furthermore, the Commission's basic objective in pipeline rate proceedings is that hereafter, as a general rule, once the actual hearing has commenced it will proceed to its conclusion without recess, and, if possible within the statutory suspension period. The examiner, of course, will retain discretion, as circumstances require, to tailor the proceedings to the shifting conditions of each case. All counsel, however, will be expected to prepare their direct and rebuttal evidence with dispatch, and to present their entire case without substantial interruptions for preparation of additional testimony or for cross-examination.

In order to accomplish this objective, it is contemplated that the trial of complex and difficult cases, which normally would not be disposed of within a few days after the hearing is commenced, will commence only after there has been reasonably sufficient advance distribution to all parties of all evidence to be presented—including the direct testimony and exhibits of the applicant, all interveners and the Commission staff, and any rebuttal evidence thereto on the part of the company. Under such circumstances, it is contemplated that when the trial itself commences, there would be a single continuous hearing directed to full cross-examination of all witnesses presented by all parties.

In order to enable all parties, including those who may be permitted to intervene in the proceeding following any suspension of a proposed change in rate, to begin prompt preparation of their cases, we will provide for filing petitions for or notices of intervention, before a specified date after notice is given of a rate-change filing. The Commission will take no action on such intervention pleadings unless it determines that the rate filing is to be suspended. Statements of position contained in such pleadings will be considered by the Commission in exercising its discretion to suspend or allow the rate to go into effect, but the filing of such petitions or notices will not bind the Commission to suspend. Petitions to intervene filed after a suspension order has been issued will be granted only where they are accompanied by a convincing showing as to why they were not filed within the time set in the Commission's notice of rate filing and, if granted, such parties will be expected to meet the time schedules already established for preparation and submission of evidence.

It is expected that the key to the successful implementation of our objectives will be the effective use of prehearing conference techniques, subject to the control of the presiding examiner, in the manner contemplated by Order No. 217. Accordingly,

The Commission finds:

(1) The policy with respect to the conduct of pipeline rate proceedings herein adopted is necessary for the purposes of administration of the Natural Gas Act.

(2) No notice or hearing is necessary under section 4(a) of the Administrative Procedure Act.

(3) In view of the purpose, intent, and effect of the policy, as set out above, good cause exists for making it effective forthwith.

The Commission, acting pursuant to authority granted by the Natural Gas Act, as amended, particularly sections 4, 5, 15, and 16 thereof (52 Stat. 822, 823, 829, 830; 76 Stat. 72; 15 U.S.C. 717c, 717d, 717n, 717o), orders:

(A) Part 2, Statements of General Policy and Interpretations, Chapter I of Title 18 of the Code of Federal Regulations, is amended by adding § 2.59 to read as follows:

§ 2.59 Pipeline rate proceedings—procedure.

In order to more fully implement and utilize the procedures contemplated by Order No. 217 (22 FPC 872, 24 F.R. 946), designed to expedite hearings and shorten the records thereof, the procedure hereafter in pipeline rate proceedings which the Commission regards as suited to such techniques will be as follows:

(a) The Commission will give prompt public notice of the rate filing and fix therein a date for the filing of any petitions for or notices of intervention (see §§ 1.8(d) and 154.27 of this chapter, i.e., Rules of Practice and Procedure and Regulations Under the Natural Gas Act, respectively).

(b) Any suspension order issued by the Commission will designate the presiding examiner, who thereafter will control the proceeding until the completed record is certified to the Commission.

(c) Any Commission order granting intervention will direct the natural gas company proposing the rate change to serve copies of its filings upon all interveners promptly thereafter unless such service has already been effected pursuant to Part 154 of this chapter.

(d) The suspension order will also fix the date by which the Commission staff and all interveners proposing to present evidence shall serve their testimony and exhibits upon the presiding examiner and all parties. This date may be deferred (or parties permitted to file supplementary evidence at a later date) by the examiner in exceptional cases upon a showing of good cause for the delay. But no such extensions should be permitted to seriously impair the ability of the Commission to reach a prompt decision in the case.

(e) The suspension order will ordinarily fix the date for a prehearing conference to be held pursuant to the provisions of § 1.18 of this chapter (Commission's Rules of Practice and Procedure), such date to be reasonable, soon after the distribution of such staff and intervener evidence. The presiding examiner may, in his discretion, pursuant to § 1.18 of this chapter, convene such other conferences, either before or after the date of the conference fixed in the suspension order, as he may deem useful to expedite the conclusion of the proceeding.

(f) The conference set by the Commission's suspension order shall be an integral part of the proceeding. All parties will be expected to give adequate study, in advance of such conference, to all material distributed in the case. They will be expected to come to the prehearing conference fully prepared for a useful discussion of all problems involved in the proceeding, both procedural and substantive, and fully authorized to make commitments with respect thereto. A primary purpose of this conference will be to exclude immaterial and irrelevant evidence, stipulate non-controverted facts, and define the issues. The prehearing conference will ordinarily be the last stage of the proceeding in which to raise new issues or request permission to file supplemental testimony.

(g) At the conclusion of the prehearing conference the presiding examiner will set the date for service by the applicant of its rebuttal case, if any, and will at the same time fix a date as early as possible after such service date for hearing on the issues remaining to be tried.

(h) The hearing, when commenced, shall be continuous except where the examiner finds that extraordinary circumstances preclude such procedure and shall include full and complete cross-examination of all witnesses on the issues to be tried.

(i) Notwithstanding the provisions of § 1.18(e) of this chapter (Rules of Practice and Procedure, relating to offers of settlement, the established schedule of the proceeding will not be interrupted by settlement conferences unless ordered by the presiding examiner or the Commission upon a finding that such a conference might be fruitful, and that the public interest would be served by an interruption for such purpose.

(j) The ultimate goal sought by these provisions is to develop a practice in which the actual trial-type hearing will be devoted solely to the critical problems which are the subject of unresolvable controversy, and which by their nature require and justify development in open hearing through the interrogation of witnesses—a practice under which all other matters will be dealt with and disposed of outside of the trial itself. It is expected that under such a system the parties will come into the trial itself prepared to deal with the critical problems in an expeditious and effective manner.

(Secs. 4, 5, 15, and 16, 52 Stat. 822, 823, 828, 830, 76 Stat. 72; 15 U.S.C. 717c, 717d, 717n, 717c)

(B) The statement of policy adopted herein shall become effective upon the issuance of this order.

(C) The Secretary shall cause prompt publication of this order to be made in the FEDERAL REGISTER.

By the Commission.

[SEAL] JOSEPH H. GUTRIDE,
Secretary.

[F.R. Doc. 62-11242; Filed, Nov. 9, 1962; 8:46 a.m.]

Title 28—JUDICIAL ADMINISTRATION

Chapter I—Department of Justice

[Order No. 288-62]

PART 1—EXECUTIVE CLEMENCY

Part I of Chapter I of Title 28 of the Code of Federal Regulations is amended to read as follows:

Sec.

1.1 Submission of petition; form to be used.
1.2 Contents of petition.
1.3 Eligibility for filing petition for pardon.
1.4 Eligibility for filing petition for commutation of sentence.
1.5 Offenses against the laws of possessions or territories of the United States.
1.6 Disclosure of files.
1.7 Consideration of petition by the Attorney General; recommendations to the President.
1.8 Notification of grant of clemency.
1.9 Notification of denial of clemency.

AUTHORITY: §§ 1.1 to 1.8 issued under U.S. Const., Art. II, sec. 2, and authority of the President as Chief Executive.

§ 1.1 Submission of petition; form to be used.

Persons seeking Executive clemency, by pardon or by commutation of sentence, including remission of fine, shall execute formal petitions therefor which shall be addressed to the President of the United States and which, except those relating to military or naval offenses, shall be submitted to the Attorney General of the United States. Appropriate forms for such petitions will be furnished by the Department of Justice, Washington, D.C., upon application therefor. Forms for petition for commutation of sentence may also be obtained from the warden of Federal penal institutions. Forms furnished by the Department of Justice for use in pardon cases may be used by petitioners in cases relating to the forfeiture of veterans' benefits, with appropriate modifications. A petitioner applying for Executive clemency with respect to military or naval offenses should submit his petition directly to the Secretary of the military department which had original jurisdiction over the court-martial trial and conviction of the petitioner. In such instance, a form furnished by the Department of Justice may be used but should be modified to meet the needs of the particular case.

§ 1.2 Contents of petition.

Each petition for Executive clemency should include: The name and age of the petitioner; the court, district, and State in which he was convicted; the date of sentence; the crime of which he was convicted; the sentence imposed; the date he commenced service of sentence; and the place of confinement. In the case of a petition for pardon, the petitioner should also state his age at the time of commission of the offense; the date of release from confinement; whether he is a citizen of the United States or an alien; his marital status; his prior and subsequent criminal record, if any; his employment since conviction; and his place of residence. A petition may be accompanied by endorsements. It is desirable that all applications for pardon be accompanied by at least three character affidavits.

§ 1.3 Eligibility for filing petition for pardon.

No petition for pardon should be filed until the expiration of a waiting period of at lease three years subsequent to the date of the release of the petitioner from confinement, or, in case no prison sentence was imposed, until the expiration of a period of at least three years subsequent to the date of the conviction of the petitioner. In some cases, such as those involving violation of narcotic laws, income tax laws, perjury, violation of public trust involving personal dishonesty, or other crimes of a serious nature a waiting period of five years is usually required. In cases of aliens seeking a pardon to avert deportation, the waiting period may be waived. Generally, no petition should be submitted by a person who is on probation or parole.

§ 1.4 Eligibility for filing petition for commutation of sentence.

A petition for commutation of sentence, including remission of fine, should be filed only if no other form of relief is available, such as from the court or the United States Board of Parole, or if unusual circumstances exist, such as critical illness, severity of sentence, ineligibility for parole, or meritorious service rendered by the petitioner.

§ 1.5 Offenses against the laws of possessions or territories of the United States.

Petitions for Executive clemency shall relate only to violations of laws of the United States. Petitions relating to violations of laws of the possessions of the United States or territories subject to the jurisdiction thereof should be submitted to the appropriate official or agency of the possession or territory concerned.

§ 1.6 Disclosure of files.

Reports, memoranda, and communications submitted or furnished in connection with the consideration of a petition for Executive clemency shall be available only to officials concerned with the consideration of the petition: *Provided*, That they may be open to inspection by the petitioner or by his attorney or other representative if, in the opinion of the Attorney General or his representative, the disclosure sought is required by the ends of justice.

§ 1.7 Consideration of petitions by the Attorney General; recommendations to the President.

(a) Upon receipt of a petition for Executive clemency, the Attorney General shall consider that petition and cause such investigation to be made with respect thereto as he may deem appropriate and necessary, using the services of, or obtaining reports from appropriate officials and agencies of the Government, including the Federal Bureau of Investigation, to the extent deemed necessary or desirable.

(b) The Attorney General shall review each petition and all pertinent information developed by his investigation thereof and shall advise the President whether, in his judgment, the request for clemency is of sufficient merit to warrant favorable action by the President.

(c) If he determines that the request merits favorable action by the President, he shall submit the petition to the President together with a warrant prepared for the signature of the President granting the clemency recommended by the Attorney General.

(d) If he determines that the petition and information developed by his investigation do not, in his judgment, merit favorable action by the President, he shall provide the President with a concise statement enumerating the essential facts concerning the petitioner, the petition, and his reasons for recommending denial of clemency.

§ 1.8 Notification of grant of clemency.

When a petition for pardon is granted, the petitioner or his attorney shall be notified of such action, and the warrant of pardon shall be mailed to the petitioner. When commutation of sentence is granted, the petitioner shall be notified of such action, and the warrant of commutation shall be sent to the petitioner through the officer in charge of his place of confinement, or directly to the petitioner if he is on parole.

§ 1.9 Notification of denial of clemency.

(a) Whenever the President notifies the Attorney General that he is denying a request for clemency, the Attorney General, or at his direction the Pardon Attorney, shall so advise the petitioner and close the case.

(b) Whenever the Attorney General recommends that the President deny a request for clemency and the President does not disapprove or take other action with respect to that adverse recommendation within thirty days after the date of its submission to him, it shall be presumed that the President concurs in that adverse recommendation of the Attorney General, and the Attorney General, or at his direction the Pardon Attorney, shall so advise the petitioner and close the case.

These regulations shall become effective on the thirty-first day following the date of their publication in the Federal Register.

Dated: October 18, 1962.

Robert F. Kennedy,
Attorney General.

Approved:
John F. Kennedy.

Dated: October 30, 1962.

[F.R. Doc. 62-11247; Filed, Nov. 9, 1962; 8:48 a.m.]

Title 43—PUBLIC LANDS: INTERIOR

Chapter I—Bureau of Land Management, Department of the Interior

APPENDIX—PUBLIC LAND ORDERS

[Public Land Order 2812]

MONTANA AND UTAH

Revoking Certain Withdrawals in Whole or in Part

By virtue of the authority vested in the President, by section 1 of the Act of June 25, 1910 (36 Stat. 847; 43 U.S.C., 141), and pursuant to Executive Order No. 10355 of May 26, 1952, and by virtue of the authority contained in section 3 of the Act of June 17, 1902 (32 Stat. 388; 43 U.S.C. 416), it is ordered as follows:

1. Executive Order No. 1796 of June 14, 1913, which reserved the following described public lands for use of the Forest Services as the Limestone Administrative Site, in connection with the administration of the Beartooth National Forest, is hereby revoked:

Montana Principal Meridian

[Montana 034154]

T. 4 S., R. 15 E.,
  Sec. 27, NE¼SW¼.

Containing approximately 40 acres.

2. The order of the Bureau of Reclamation dated February 3, 1956, concurred in by the Bureau of Land Management on March 12, 1956, which withdrew lands for reclamation purposes in connection with the Pack Creek Project, is hereby revoked sofar as it affects the following described lands:

Salt Lake Base and Meridian

[Utah 018045]

T. 26 S., R. 22 E.,
  Sec. 17, N½NW¼;
  Sec. 26, SW¼NW¼, NE¼SW¼, and W½SW¼;
  Sec. 27, NW¼, NE¼SW¼, and SE¼;
  Sec. 34, NE¼NE¼;
  Sec. 35, W½NW¼, NW¼SW¼, and E½SW¼.

Containing approximately 840 acres.

3. Subject to valid existing rights and equitable claims, the provisions of any existing withdrawals, and the requirements of applicable law, rules and regulations, the lands are hereby opened to filing of applications, selections, and locations in accordance with the following:

(a) Until 10 a.m. on May 8, 1963, the States of Montana and Utah shall have a preferred right of application to select the lands within their respective borders released from withdrawal by this order in accordance with and subject to the provisions of subsection (c) of section 2 of the Act of August 27, 1958 (72 Stat. 928; 43 U.S.C. 851, 852), and the regulations in 43 CFR.

(b) All valid applications and selections under the nonmineral public land laws other than any from the States of Montana and Utah, presented prior to 10 a.m. on May 8, 1963, will be considered as simultaneously filed at that hour. Rights under such applications and selections filed after that hour will be governed by the time of filing.

(c) The lands have been open to applications and offers under the mineral leasing laws, and, as to the Montana lands described in paragraph 1, hereof, to location for metalliferous minerals. They will be open to location under the United States mining laws at 10 a.m. on May 8, 1963, the Montana lands described being at that time open to such location for nonmetalliferous minerals.

4. Persons claiming preference rights based upon valid settlement, statutory preference, or equitable claims, must enclose properly corroborated statements in support of their applications, setting forth all facts relevant to their claims.

Inquiries concerning the lands should be addressed to the Manager, Land Office, Bureau of Land Management, Billings, Montana, and Salt Lake City, Utah, as appropriate.

JOHN A. CARVER, Jr.,
Assistant Secretary of the Interior.

NOVEMBER 6, 1962.

[F.R. Doc. 62-11245; Filed, Nov. 9, 1962; 8:47 a.m.]

[Public Land Order 2813]

[Billings 033683]

MONTANA

Adding Lands to Grazing District No. 3

By virtue of the authority contained in the Act of June 28, 1934 (48 Stat. 1269; 43 U.S.C. 315, et seq.), as amended, it is ordered as follows:

The following-described lands, heretofore administered for grazing purposes under provisions of the Act of March 29, 1928 (45 Stat. 380), sometimes called the Mizpah-Pumpkin Creek Grazing Act, are hereby added to and made a part of the Miles City Grazing District (Grazing District No. 3, Montana), and shall hereafter be administered under provisions of the Taylor Grazing Act of June 28, 1934, supra:

MONTANA PRINCIPAL MERIDIAN

T. 6 N., R. 49 E.,
  Sec. 4, N½ and SW¼;
  Sec. 10, W½;
  Secs. 14 and 26.
T. 4 N., R. 50 E.,
  Sec. 2;
  Sec. 4, lots 1, 2, 3, 4, 6, 7, 8, 9, 10, N½SE¼, and SE¼SE¼;
  Sec. 10, E½;
  Sec. 12;
  Sec. 14, S½;
  Sec. 22, N½;
  Secs. 24 and 28;
  Sec. 32, SE¼NE¼ and SE¼;
  Sec. 34.
T. 5 N., R. 50 E.,
  Sec. 2;
  Sec. 4, lot 4, SW¼NW¼, SW¼, and S½SE¼;
  Secs. 6 and 8;
  Sec. 10, W½;
  Sec. 12, lots 1, 2, 3, 4;
  Sec. 14, S½SW¼;
  Sec. 18, N½ and SE¼;
  Sec. 22, N½;
  Sec. 24;
  Sec. 28, N½N½ and S½S½;
  Sec. 30, N½N½;
  Sec. 32, E½;
  Sec. 34.
T. 6 N., R. 50 E.,
  Sec. 28, SW¼, W½SE¼, and SE¼SE¼;
  Secs. 30 and 34.
T. 4 N., R. 51 E.,
  Sec. 4;
  Sec. 6, lots 3, 4, 5, and 6;
  Secs. 8 and 10;
  Sec. 18, W½ and E½E½;
  Secs. 20, 22, 30, and 32;
  Sec. 34, lots 1, 2, 3, 4, NW¼, N½SW¼, and NW¼SE¼.
T. 5 N., R. 51 E.,
  Sec. 2, lots 2, 3, 4, S½N½, and SW¼;
  Sec. 4, lots 1, 2, 3, 4, and SE¼;
  Secs. 6, 8, 10, 18;
  Sec. 20, S½;
  Secs. 28, 30, and 32;
  Sec. 34, lots 4, 5, 6, 10, 11, 12, and W½NW¼.
T. 6 N., R. 51 E.,
  Secs. 30 and 32

The areas described aggregate 27,022.28 acres.

JOHN A. CARVER, Jr.,
Assistant Secretary of the Interior.

NOVEMBER 6, 1962.

[F.R. Doc. 62-11246; Filed, Nov. 9, 1962; 8:47 a.m.]

Title 44—PUBLIC PROPERTY AND WORKS

Chapter VII—Office of the Administrator, Housing and Home Finance Agency (Community Facilities)

PART 705—PUBLIC WORKS ACCELERATION

The heading of Chapter VII of Title 44 of the Code of Federal Regulations is changed to read as set forth above. Chapter VII is amended by adding the following new Part 705—Public Works Acceleration, as follows:

Sec.
705.1 Purpose of Public Works Acceleration Act.
705.2 Scope.
705.3 Definitions.
705.4 Grants.
705.5 Criteria for grants in excess of fifty percent.
705.6 Loans.
705.7 Eligible applicants.
705.8 Eligible areas.
705.9 Eligible public works.
705.10 Requirements for assistance.
705.11 Net increase in applicant's public works expenditures.
705.12 Projects eligible under other grant programs.
705.13 Time in which projects must be initiated.
705.14 Time in which projects must be completed.

Sec.
705.15 Projects which meet an essential public need.
705.16 Contribution to reduction of local unemployment.
705.17 Local employment preference.
705.18 Relationship to locally approved comprehensive plans.
705.19 Prevailing rate of wage and overtime requirements.
705.20 Information, application forms, and applications.

AUTHORITY: §§ 705.1 to 705.20 issued under sec. 204 of Housing Amendments of 1955, as amended, 42 U.S.C. 1494, and sec. 402(c)(1) of Housing Act of 1950, as amended, 12 U.S.C. 1749a(c)(1).

§ 705.1 Purpose of Public Works Acceleration Act.

The purpose of the Public Works Acceleration Act (Public Law 87-658) is to provide immediate useful work for the unemployed and underemployed in those communities in which projects assisted under the Act must be located, and to help these communities to meet long-standing public needs, improve community services, and enhance the health and welfare of citizens of the Nation.

§ 705.2 Scope.

This part relates to that segment of the Public Works Acceleration Act administered by the Housing and Home Finance Administrator.

§ 705.3 Definitions.

(a) *Act.* "Act" shall mean the "Public Works Acceleration Act" (Public Law 87-658).

(b) *Administrator.* "Administrator" shall mean the Housing and Home Finance Administrator or a Housing and Home Finance Agency officer empowered to exercise any of the Administrator's functions under the Act.

§ 705.4 Grants.

The Act authorizes the Administrator to make a grant of 50 percent of the cost of construction of any project for public works or facilities of the type for which financial assistance could have been provided by the Administrator under the Public Facility Loans Program (sec. 202 (a)(1) of Housing Amendments of 1955, as amended, 42 U.S.C. 1492(a)(1)) on September 14, 1962. Grants up to 75 percent of the cost of construction are authorized for such projects that are located in certain areas in which the State or local government does not have economic and financial capacity to assume all of the additional obligations required to complete the project.

§ 705.5 Criteria for grants in excess of fifty percent.

Criteria for determining in which areas eligible projects may receive grants in excess of 50 percent will be published by the Secretary of Commerce. On the basis of income and unemployment criteria published by the Secretary of Commerce, and after considering and making deductions for any net revenues that are expected to be generated by the project, the Administrator will authorize, in these areas, grants of 50 percent, 58 percent, 66 percent, or 75 percent of the cost of construction of an eligible public works project.

§ 705.6 Loans.

The Act authorizes the Administrator to make loans under the Public Facility Loans Program to finance the remainder of the cost of any project for public works or facilities partially financed by grants made under the Act, when the applicant is otherwise unable to borrow, on reasonable terms, its share of the cost of such project.

§ 705.7 Eligibile applicants.

Only public entities described in section 202(a)(1) of the Housing Amendments of 1955 as amended (42 U.S.C. 1492(a)(1)), are eligible for grant assistance. The public entities described therein include: municipalities and other political subdivisions and instrumentalities of States (including public agencies and instrumentalities of one or more municipalities or other political subdivisions in the same State); and Indian tribes.

§ 705.8 Eligible areas.

In order to qualify for assistance, a public works project must be located in:

(a) An area currently designated by the Secretary of Labor as having been an area of substantial unemployment for at least 9 of the preceding 12 months, or

(b) An area currently designated by the Secretary of Commerce under section 5 (a) or (b) of the Area Redevelopment Act (42 U.S.C. 2504 (a) or (b)) as a "redevelopment area".

§ 705.9 Eligible public works.

(a) To be eligible for grant assistance, a public work must meet an essential public need and be within the legal authority of the applicant to plan, finance, and construct.

(b) No assistance will be provided to finance the construction of urban mass transit facilities; to finance housing projects other than employee housing which is incidental and necessary to an otherwise eligible public works project; or, directly or indirectly, to finance the planning or construction of any school or other educational facility.

§ 705.10 Requirements for assistance.

Assistance will be made available only for projects:

(a) Which can be initiated or accelerated within a reasonably short period of time;

(b) Which will meet an essential public need;

(c) A substantial portion of which can be completed within 12 months after initiation or acceleration;

(d) Which will contribute significantly to the reduction of local unemployment;

(e) Which are not inconsistent with locally approved comprehensive plans for the jurisdiction affected, wherever such plans exist.

§ 705.11 Net increase in applicant's public works expenditures.

As a condition to receiving grant assistance, an eligible applicant will be required to:

(a) Certify that its proposed or planned total expenditure (exclusive of Federal funds) for capital improvement projects will be increased, for the fiscal year in which the assisted project is to be initiated, by an amount approximately equal to the non-Federal funds required to be made available for public works projects assisted under this Act; and

(b) Submit such supporting documents as the Administrator may require.

§ 705.12 Projects eligible under other grant programs.

No grant assistance will be made available for any public works project eligible for grant assistance covering any part of the cost of construction of the project under any other Federal program.

§ 705.13 Time in which projects must be initiated.

To be eligible for grant assistance, a public works project must be initiated or accelerated within a reasonably short period of time. Consideration will initially be given only to projects for which there is a reasonable expectation that on-site work will commence within 120 days following approval of an application for grant assistance.

§ 705.14 Time in which projects must be completed.

To be eligible for grant assistance, a public work must be such that a substantial portion of it can be completed within 12 months after initiation or acceleration. A project will be deemed to meet this requirement if there is reasonable expectation that over half can be completed within 12 months after first employment of on-site labor.

§ 705.15 Projects which meet an essential public need.

To be eligible for assistance, a public works project must meet an essential public need. A project will be deemed to meet an essential public need if it will provide a needed service to the public and will be usable upon completion.

§ 705.16 Contribution to reduction of local unemployment.

Financial assistance is authorized only for public works projects the construction of which will contribute significantly to the reduction of unemployment in the area in which the project is located. To assure that financial assistance does contribute significantly to the reduction of local unemployment, no grant assistance will be provided for any public works project unless the estimated on-site employment costs exceed 20 percent of the total direct construction costs of the project.

§ 705.17 Local employment preference.

Eligible applicants which undertake public works assisted with a Federal grant shall require all contractors or subcontractors on such public works project to give preference in employment on such public works, insofar as practicable, to qualified local labor.

§ 705.18 Relationship to locally approved comprehensive plans.

To be eligible for grant assistance, a public works project must not be inconsistent with locally approved comprehensive plans for the jurisdiction affected, wherever such plans exist. Whenever there has been developed a comprehensive plan, land use program, or other plan for the orderly growth of an area in which an eligible applicant proposes to locate a public works project, evidence will be required that the public works project proposed is not inconsistent with existing approved plans or programs.

§ 705.19 Prevailing rate of wage and overtime requirements.

All laborers and mechanics employed by contractors or subcontractors on public works projects which receive grant assistance shall be paid wages at rates not less than those prevailing on similar construction in the locality as determined by the Secretary of Labor in accordance with the Davis-Bacon Act, as amended (40 U.S.C. 276a–276a–5), and every such employee shall receive compensation at a rate not less than one and one-half times the basic rate of pay for all hours worked in excess of eight hours in any calendar day or forty hours in the workweek as the case may be and in accordance with the provisions of the Contract Work Hours Standards Act (Public Law 87–581, 40 U.S.C. 327–332).

§ 705.20 Information, application forms, and applications.

Information and application forms may be obtained from, and applications submitted to, the Director of Community Facilities in the Regional Office of the Housing and Home Finance Agency which serves the area in which the applicant is located.[1] Application for a grant may be made on the Form CFA–1101 series and prepared in accordance with the instructions and guides given in Form CFA–1102. Application for a loan under the Public Facility Loans Program to finance the remainder of the cost of any project partially financed by a grant made under the Act may be made on the Form CFA–701 series and prepared in accordance with the instructions and guides given in Form CFA–702.

Effective as of the 10th day of November 1962.

ROBERT C. WEAVER,
Housing and Home Finance Administrator.

[F.R. Doc. 62–11257; Filed, Nov. 9, 1962; 8:51 a.m.]

Title 47—TELECOMMUNICATION

Chapter I—Federal Communications Commission

PART 0—COMMISSION ORGANIZATION

Functions of the Office; Enforcement and Defense Division

The Commission having under consideration sections 0.111 and 0.117 of its rules and regulations, concerning the functions of the Office of General Counsel and its Enforcement and Defense Division; and

It appearing that the Enforcement and Defense Division is and has been responsible for review of the national security aspects of applications for amateur operator and station licenses forwarded to the Office of General Counsel by the Safety and Special Radio Services Bureau, and that the rule provisions describing the functions of the Office and of the Division should reflect this fact; and

It further appearing that the amendments herein adopted are issued pursuant to authority contained in sections 4(i), 5(b), 5(d), and 303(r) of the Communications Act of 1934, as amended, and § 0.341(a) of this chapter; and

It further appearing that the amendments adopted herein pertain to Commission organization and hence that the notice and effective date requirements of section 4 of the Administrative Procedure Act are inapplicable;

It is ordered, This 6th day of November 1962, That, effective November 6, 1962, § 0.111 and 0.117 of the Commission's rules and regulations are amended as set forth below.

(Sec. 4, 48 Stat. 1066, as amended; 47 U.S.C. 154. Interprets or applies sec. 303, 48 Stat. 1082, as amended; 47 U.S.C. 303)

Released: November 6, 1962.

FEDERAL COMMUNICATIONS COMMISSION,
[SEAL] BEN F. WAPLE,
Acting Secretary.

1. Sections 0.111(o) and 0.117(g) are amended to read as follows:

§ 0.111 Functions of the office.

* * * * *

(o) To review the national security aspects of applications for commercial operator licenses or permits forwarded to it by the Field Engineering and Monitoring Bureau, and of applications for amateur operator and station licenses submitted to it by the Safety and Special Radio Services Bureau.

§ 0.117 Enforcement and Defense Division.

* * * * *

(g) To review the national security aspects of applications for commercial operator licenses or permits submitted for review by the Field Engineering and Monitoring Bureau, and of applications for amateur operator and station licenses submitted for review by the Safety and Special Radio Services Bureau.

[F.R. Doc. 62–11266; Filed, Nov. 9, 1962; 8:52 a.m.]

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[1] Footnote 1 reads as follows:

Region	Address	States under each region
I	346 Broadway, Room 906, New York 13, N.Y., Rector 2–8000.	Connecticut, Maine, Massachusetts, New Hampshire, New York, Rhode Island, Vermont.
II	Widener Building, Room 1004, Chestnut and Juniper Streets, Philadelphia 7, Pa., Locust 8–0400.	Delaware, District of Columbia, Maryland, New Jersey, Pennsylvania, Virginia, West Virginia.
III	645 Peachtree-Seventh Building NE., Atlanta 23, Ga., Trinity 6–3311.	Alabama, Florida, Georgia, Kentucky, Mississippi, North Carolina, South Carolina, Tennessee.
IV	Room 1500, 360 North Michigan Avenue, Chicago 1, Ill., Harrison 7–4700.	Illinois, Indiana, Iowa, Michigan, Minnesota, Nebraska, North Dakota, Ohio, South Dakota, Wisconsin.
V	Federal Center, Room 2000, 300 West Vickery Boulevard, Fort Worth 4, Tex., Edison 5–4211.	Arkansas, Colorado, Kansas, Louisiana, Missouri, New Mexico, Oklahoma, Texas.
VI	989 Market Street, Third Floor, San Francisco 3, Calif., Klondike 2–2350.	*Alaska*, Arizona, California, Guam, Hawaii, *Idaho*, *Montana*, Nevada, *Oregon*, Utah, *Washington*, Wyoming (for States in italics see Area Office, Region VI).
	Area Office, Region VI, 450 Federal Office Building, 909 First Avenue, Seattle 4, Wash., Mutual 2–3300.	Alaska, Montana, Oregon, Washington, and in Idaho, the counties of Adams, Lemhi, Valley, and Washington, and all others north of those counties.
VII	Fourth Floor, Garraton Building, 1608 Ponce de Leon Avenue, Post Office Box 9093, Santurce 17, P.R., San Juan 3–6280.	Puerto Rico and Virgin Islands.

Proposed Rule Making

FEDERAL COMMUNICATIONS COMMISSION

[47 CFR Parts 2, 7, 9, 10, 11, 16, 21]

[Docket No. 14785]

FIXED STATIONS IN DOMESTIC PUBLIC RADIO SERVICES AND OPERATIONAL FIXED STATIONS IN SAFETY AND SPECIAL RADIO SERVICES

Proposed Channelling; Order Extending Time for Comments

The Commission has before it, a request filed by Electronic Industries Association (EIA) through its Land Mobile Communications Section for an extension of time for filing comments in the above-entitled matter from November 5, 1962 to December 5, 1962; and

It appearing that EIA needs this additional time to: (a) Complete its review of the technical standards for use of this band which it plans to incorporate in its comments in this proceeding, and (b) obtain approval, if necessary, of its Section members at the EIA Winter Conference on November 27, 1962; and

It further appearing that granting of additional time to allow EIA to submit more complete comments will aid the Commission, will not affect any users adversely, and will be in the public interest;

It is ordered, This second day of November 1962, pursuant to § 0.291(b) of Part O, Commission Organization, that the time for the filing of comments in this proceeding is extended to December 5, 1962, and the time for filing reply comments is thus extended to December 19, 1962.

Released: November 5, 1962.

FEDERAL COMMUNICATIONS COMMISSION,
[SEAL] BEN F. WAPLE,
Acting Secretary.

[F.R. Doc. 62-11267; Filed, Nov. 9, 1962; 8:52 a.m.]

DEPARTMENT OF THE TREASURY

Comptroller of the Currency

[12 CFR Part 9]

TRUST POWERS OF NATIONAL BANKS

Collective Investments of Funds of Self-Employed Trusts and Investments by Separate Trusts in Bank Fiduciary Fund; Notice of Proposed Rule Making

Correction

In F.R. Doc. 62-11128, appearing at page 10836 of the issue for Wednesday, November 7, 1962, the section reference in the twelfth line of the last paragraph should read "§ 9.17" instead of "§ 917".

Internal Revenue Service

[26 CFR Part 1]

TREATMENT OF SALES UNDER REVOLVING CREDIT PLAN AS SALES ON INSTALLMENT PLAN

Notice of Hearing on Proposed Regulations

Proposed regulations under section 453 of the Code, relating to the effect of revolving credit sales on installment method of accounting, were published in the FEDERAL REGISTER for October 9, 1962.

A notice setting January 7, 1963, as the date for the public hearing on the provisions of these proposed regulations was published in the FEDERAL REGISTER for November 6, 1962. For administrative reasons, the hearing for January 7, 1963, has been canceled. This hearing has been rescheduled for Monday, January 14, 1963, at 10:00 a.m., e.s.t., in Room 3313, Internal Revenue Building, Twelfth and Constitution Avenue, Northwest, Washington, D.C.

Persons who plan to attend the hearing are requested to notify the Commissioner of Internal Revenue, Attention: T:P, Washington 25, D.C., by January 10, 1963.

[SEAL] MAURICE LEWIS,
Director, Technical Planning Division, Internal Revenue Service.

[F.R. Doc. 62-11248; Filed, Nov. 9, 1962; 8:48 a.m.]

DEPARTMENT OF THE INTERIOR

Bureau of Land Management

[43 CFR Part 257]

SALE OR LEASE OF SMALL TRACTS

Notice of Proposed Rule Making

Basis and purpose. Notice is hereby given that pursuant to the authority vested in the Secretary of the Interior by the act of June 1, 1938 (52 Stat. 609; 43 U.S.C. 682a-e), as amended, and by section 2474 of the Revised Statutes (43 U.S.C. 1201), it is proposed to amend 43 CFR 257.5 and 257.6 as set forth below. The purpose of this amendment is to permit acceptance of small tract applications only for lands opened to such application, to insure consistency between the small-tract program and county planning and zoning, to discourage unethical promotion of small tract applications and for other purposes in the public interest.

It is the policy of the Department of the Interior whenever practicable, to afford the public an opportunity to participate in the rule making process. Accordingly, interested persons may submit written comments, suggestions, or objections with respect to the proposed amendment to the Bureau of Land Management, Washington 25, D.C., within 30 days of the date of publication of this notice in the FEDERAL REGISTER.

1. Section 257.5 is amended to read as follows:

§ 257.5 Preference rights of applicants.

Where public land is classified pursuant to a validly filed application on Form 4-776, accepted for unclassified lands open to application under the regulations of this part (see subparagraph (4) of paragraph (e) of § 257.6), the applicant is entitled to a preference right of lease or purchase, as the case may be, if (a) the land is thereafter classified for the type of site applied for; (b) the applicant agrees to conform his application to the area, classification, and dimensions of the tract as specified in the classification order; and (c) where the land is classified for direct sale, the applicant tenders the fair market value of the land when required.

2. Subparagraph (4) of paragraph (e) of § 257.6 is amended to read as follows:

§ 257.6 Application; general procedure.

* * * * *

(4) The lands applied for are not open to application pursuant to a notice published in the FEDERAL REGISTER.

JOHN A. CARVER, Jr.,
Assistant Secretary of the Interior.

NOVEMBER 5, 1962.

[F.R. Doc. 62-11244; Filed, Nov. 9, 1962; 8:47 a.m.]

DEPARTMENT OF AGRICULTURE

Agricultural Marketing Service

[7 CFR Part 947]

IRISH POTATOES GROWN IN MODOC AND SISKIYOU COUNTIES IN CALIFORNIA AND IN ALL COUNTIES IN OREGON EXCEPT MALHEUR COUNTY

Proposed Expenses and Rate of Assessment

Notice is hereby given that the Secretary of Agriculture is considering the approval of the expenses and rate of assessment, hereinafter set forth, which were recommended by the Oregon-California Potato Committee, established pursuant to Marketing Agreement No. 114, as amended and Order No. 947, as amended (7 CFR Part 947), regulating the handling of Irish potatoes grown in Modoc and Siskiyou Counties in California and all Counties in Oregon, except Malheur County. This is a regulatory program issued under the Agricultural Marketing

Agreement Act of 1937, as amended (7 U.S.C. 601–674).

Consideration will be given to any data, views, or arguments pertaining thereto which are filed with the Director, Fruit and Vegetable Division, Agricultural Marketing Service, United States Department of Agriculture, Washington 25, D.C., not later than 15 days following publication of this notice in the FEDERAL REGISTER. The proposals are as follows:

§ 947.215 Expenses and rate of assessment.

(a) The reasonable expenses that are likely to be incurred by the Oregon-California Potato Committee, established pursuant to Marketing Agreement No. 114, and Order No. 947, both as amended, to enable such committee to perform its functions under provisions of the amended marketing agreement and order during the fiscal period beginning July 1, 1962, and ending June 30, 1963, will amount to $21,800.00.

(b) The rate of assessment to be paid by each handler pursuant to Marketing Agreement No. 114, and this part, both as amended, shall be three-tenths of one cent ($0.003) per hundredweight of potatoes handled by him as the first handler thereof during said fiscal period.

(c) Terms used in this section shall have the same meaning as when used in said amended marketing agreement and order.

(Secs. 1–19, 48 Stat. 31, as amended; 7 U.S.C. 601–674)

Dated: November 6, 1962.

PAUL A. NICHOLSON,
Deputy Director,
Fruit and Vegetable Division,
Agricultural Marketing Service.

[F.R. Doc. 62–11254; Filed, Nov. 9, 1962; 8:49 a.m.]

[7 CFR Part 971]

LETTUCE GROWN IN LOWER RIO GRANDE VALLEY OF SOUTH TEXAS

Proposed Limitation of Shipments Regulation

Notice is hereby given that the Secretary of Agriculture is considering the issuance of the limitation of shipments regulation, as hereinafter set forth, which was recommended by the South Texas Lettuce Committee, established pursuant to Marketing Agreement No. 144 and Marketing Order No. 971 (7 CFR Part 971) regulating the handling of lettuce grown in the Lower Rio Grande Valley in South Texas. This program is effective under the applicable provisions of the Agricultural Marketing Agreement Act of 1937, as amended (7 U.S.C. 601–674).

Consideration will be given to any data, views, or arguments pertaining thereto which are filed with the Director, Fruit and Vegetable Division, Agricultural Marketing Service, United States Department of Agriculture, Washington 25, D.C., not later than ten days following publication of this notice in the FEDERAL REGISTER. The proposals are as follows:

§ 971.305 Limitation of shipments.

During the period December 17, 1962, through March 29, 1963, no person may handle any lot of lettuce grown in the production area unless the lettuce meets the grade requirements of paragraph (a) of this section, one of the sizing and pack requirements of paragraph (b) of this section, and the container requirements of paragraph (c) of this section, or unless the lettuce is handled in accordance with the provisions of paragraph (d) or (c) of this section. Further, no person may package lettuce during the above period on any Sunday or on Christmas day.

(a) *Grade.* Eighty percent U.S. No. 1, or better grade, with not more than 10 percent serious damage including not more than five percent decay in any lot. Individual containers shall have not less than 60 percent U.S. No. 1 quality, with not more than 23 percent serious damage, including not more than three heads affected by decay.

(b) *Sizing and pack.* Lettuce may be handled only if it meets one of the following sizing and pack requirements:

(1) If heads of lettuce are individually wrapped, they shall be packed 18, 20, 22, or 24 heads per container.

(2) If heads of lettuce are not individually wrapped, they shall be packed 18, 24, or 30 heads per container.

(c) *Container.* Lettuce may be handled only if packed in one of the following containers:

(1) A carton with inside dimensions of 10 inches x $14\frac{1}{4}$ inches x $21\frac{5}{16}$ inches (designated as carrier container No. 7303).

(2) A carton with inside dimensions of $9\frac{3}{4}$ inches x 14 inches x 21 inches (designated as carrier container No. 7306).

(d) *Minimum quantities.* Any person may handle up to, but not to exceed two cartons of lettuce a day without regard to inspection, assessment, grade, size, and pack requirements, but it must meet container requirements. This exception may not be applied to any portion of a shipment of over two cartons of lettuce.

(e) *Special purpose shipments.* Lettuce not meeting grade, size, or container requirements of paragraph (a), (b), or (c) of this section may be handled for any purpose listed, and if handled as prescribed, in this paragraph. Inspection or assessments are not required on such shipments.

(1) For relief, charity, or experimental purposes, if, prior to handling, the handler pursuant to §§ 971.120–971.125 obtains a Certificate of Privilege applicable thereto and reports thereon.

(2) For export to Mexico, if the handler of such lettuce loads or transports it only in a vehicle bearing Mexican registration (license) and he maintains the following records of each transaction.

(i) Name and address of the purchaser;

(ii) Quantity involved in each sale;

(iii) Date of sale; and,

(iv) Identification by make, model, and license number of the purchaser's or trucker's vehicle.

(f) *Inspection.* (1) No handler may handle any lettuce for which an inspection certificate is required unless an appropriate inspection certificate has been issued with respect thereto.

(2) No handler may transport, or cause the transportation of, by motor vehicle, any shipment of lettuce for which an inspection certificate is required unless each such shipment is accompanied by a copy of an inspection certificate or by a copy of a shipment release form (SPI–23) furnished by the inspection service verifying that such shipment meets the current grade, size, pack and/or container regulations promulgated under this part. A copy of the inspection certificate, or shipment release form, applicable to each truck lot shall be available and surrendered upon request to authorities designated by the committee.

(3) For administration of this part, an inspection certificate or shipment release form required by the committee as evidence of inspection is valid for only 72 hours following completion of inspection, as shown on such certificate or form.

(g) *Definitions.* (1) "Wrapped" heads of lettuce refers to those which are enclosed individually in parchment, plastic, or other commercial film (cf. AMS 481) and then packed in cartons or other containers.

(2) "U.S. No. 1" and "serious damage" shall have the same meaning as in the U.S. Standards for Lettuce (§§ 51.2510–51.2531 of this title).

(3) All other terms used in this section shall have the same meaning as when used elsewhere in this part.

(Secs. 1–19, 48 Stat. 31, as amended 7 U.S.C. 601–674)

Dated: November 6, 1962.

PAUL A. NICHOLSON,
Deputy Director, Fruit and Vegetable Division, Agricultural Marketing Service.

[F.R. Doc. 62–11255; Filed, Nov. 9, 1962; 8:49 a.m.]

Agricultural Stabilization and Conservation Service

[7 CFR Part 1049]

[Docket No. AO–319–A1]

MILK IN INDIANAPOLIS, IND., MARKETING AREA

Notice of Recommended Decision and Opportunity to File Written Exceptions on Proposed Amendments to Tentative Marketing Agreement and Order

Pursuant to the provisions of the Agricultural Marketing Agreement Act of 1937, as amended (7 U.S.C. 601 et seq.), and the applicable rules of practice and procedure governing the formulation of marketing agreements and marketing orders (7 CFR Part 900), notice is hereby given of the filing with the Hearing Clerk of this recommended decision of the Assistant Secretary of Agriculture with respect to proposed amendments to the tentative marketing agreement and order regulating the handling of milk in the Indianapolis, Ind., marketing area. Interested parties may file written exceptions to this decision with the Hearing Clerk, United States Department of Agriculture, Washington 25, D.C., not later than the close of business the 20th day after publication of this decision in the FEDERAL REGISTER. The exceptions should be filed in quadruplicate.

Preliminary statement. The hearing on the record of which the proposed amendments, as hereinafter set forth, to the tentative marketing agreement and to the order, were formulated, was conducted at Indianapolis, Indiana, on January 30–February 1, 1962, pursuant to notice thereof which was issued December 29, 1961 (27 F.R. 122).

The material issues on the record of the hearing relate to:

1. Expansion of the marketing area;
2. Revision of pool plant qualifications;
3. Modification of provisions with respect to plants also meeting the pooling requirements of another Federal order;
4. Revision of the transfer provisions;
5. Extension of the months when unlimited diversion is permitted;
6. Classification and pricing of nonfat dry milk solids used to fortify fluid milk products;
7. The level of the Class I and Class II prices;
8. Separate classification and pricing of specified manufactured products;
9. Revision of shrinkage provisions;
10. Revision of location differentials to both handlers and producers;
11. Changing the date for filing reports and making payments;
12. Changing the rate of the administrative assessment; and
13. Administrative and conforming changes.

Issues 3, 5, and 8, together with certain aspects of issues 2 and 7, were considered separately in a decision issued by the Assistant Secretary of Agriculture on May 11, 1962 (27 F.R. 4694) and amendments thereto were made effective as of May 18, 1962. The remaining issues 1, 4, 6, 9, 10, 11, 12, and 13, together with the portions of issues 2 and 7 not previously dealt with, are considered herein.

Findings and conclusions. The following findings and conclusions on material issues 1, 2, 4, 6, 7, 9, 10, 11, 12, and 13 are based on evidence presented at the hearing and the record thereof:

1. *Marketing area*—(a) *Counties to be added.* The marketing area should be expanded by adding the 13 Indiana counties of Bartholomew, Brown, Clay, Decatur, Franklin, Jackson, Lawrence, Miami, Monroe, Owen, Randolph, Union and Vigo to the area as presently defined. The marketing area should also include any territory wholly or partly within such counties occupied by Government (Municipal, State or Federal) reservations, installations, institutions, or other establishments.

The present marketing area consists of 21 Indiana counties which include, in addition to the city of Indianapolis, such cities as Anderson, Kokomo, Lafayette, Marion, Muncie and Richmond, Indiana. This area is served by about 40 handlers who are regulated under the order. Expansion of the marketing area as herein recommended would include, among other communities, the cities of Terre Haute and Bloomington, Indiana. It is expected that 7 additional handlers will become fully regulated and one other subject to partial regulation as a result of the proposed expansion.

Twelve of the counties proposed to be added, namely Bartholomew, Brown, Clay, Decatur, Franklin, Jackson, Lawrence, Monroe, Owen, Randolph, Union, and Vigo, are south or east of the present marketing area. Miami County abuts the northern boundary. According to the 1960 United States Census, the population of the 13-county area to be added was 435,000.

Presently regulated handlers, in the aggregate, distribute fluid milk products throughout the area to be added. Two of these handlers distribute more than 50 percent of their total fluid products within the area to be added. Ten other handlers now regulated by the Indianapolis order also have significant distribution in the 13 counties to be added. Addition of these counties to the present marketing area will extend regulation to an important segment of the distribution area of presently regulated handlers, and will also encompass the major sales areas of additional handlers to be regulated.

(1) *Distribution in counties proposed by producers.* Producers proposed that the 4 counties of Clay, Monroe, Owen and Vigo be added to the present marketing area. Monroe County was also proposed for inclusion by two Indianapolis handlers.

Fluid milk distribution in Clay County is about equally divided between regulated and unregulated handlers. Approximately 45 percent of the total fluid sales are made by 3 unregulated handlers. One such handler from a plant at Brazil, Indiana, distributes about 30 percent of the total Clay County sales. This constitutes all of the fluid milk distribution of this plant. The remaining 15 percent of the total sales from unregulated plants are accounted for by 2 handlers from plants in Terre Haute, Indiana. Clay County should be added to the marketing area since these 2 handlers will be fully regulated by sales in Vigo County.

About 50 percent of the total sales in Clay County emanate from a plant at Mattoon, Illinois, which is subject to the Suburban St. Louis Federal order. Fluid milk sales from this plant in the counties of Clay and Vigo represent approximately 15 percent of the total fluid sales from this plant. Since it has a substantially greater percentage of its distribution in the Suburban St. Louis marketing area, it is expected that this handler will remain subject to regulation under the Suburban St. Louis order. One fully regulated Indianapolis handler and two handlers regulated under the Louisville-Lexington-Evansville order account for the remaining 5 percent of the Clay County sales.

Monroe County is an important distribution area of two presently regulated Indianapolis handlers with plants at Bloomington, Indiana. Each of these handlers distributes about 50 percent of his total fluid products on routes in Monroe County. These sales are about 90 percent of the total fluid milk products sold by all handlers in Monroe County. The remaining 10 percent of the Monroe County distribution is accounted for by four other Indianapolis handlers, a Louisville-Lexington-Evansville handler and an unregulated handler from a plant at Seymour, Indiana, through a distribution point at Bedford, Indiana (Lawrence County). This latter handler will be fully regulated by virtue of extensive sales in other counties to be added as hereinafter discussed.

About 87 percent of the total sales in Owen County are accounted for by four Indianapolis handlers. The remaining 13 percent are distributed by two handlers regulated under the Louisville-Lexington-Evansville order. Both Monroe and Owen County constitute an important segment of the distribution area of presently regulated Indianapolis handlers, and should therefore be added to the marketing area. Since milk sold in these counties is predominantly from regulated sources, the addition of these counties to the Indianapolis area will bring no additional handlers under regulation.

Vigo County is served by two unregulated handlers from plants in the city of Terre Haute. One of these handlers sells about 85 percent of his total fluid milk products in Vigo County and the other about 90 percent. Together, sales by these two handlers amount to about 70 percent of the total fluid distribution by all handlers in Vigo County. These handlers compete for sales in Vigo County with an Indianapolis regulated handler and the previously mentioned Suburban St. Louis handler. Minor sales are also made in Vigo County by a Louisville-Lexington-Evansville handler from a plant at Vincennes, Indiana.

For a number of years, the two Terre Haute handlers, and others served by the Vigo County Milk Producers Association, paid for milk on a classified use basis, patterned on the plan employed by the Indianapolis cooperative associations. Since mid-1960, the Vigo County association has been unable to secure uniformity of payments by all handlers. One of the Terre Haute handlers is now procuring his supply of milk for fluid use at a flat price approximating the association's uniform price. Although, at the time of the hearing, other handlers were paying the association for milk on a classified basis, the fact that one handler was not, threatened the continuation of the association's program. During 1961, a handler buying milk for fluid use at the association blend would have had an average price advantage of 39 cents per hundredweight over a handler paying the Indianapolis Class I price for such milk. Such a situation, by leading to requests for price concessions from other dealers buying milk on a classified basis, could seriously weaken the association's bargaining ability.

Expansion of the marketing area, to include the above counties proposed by producers, will contribute substantially to orderly marketing in that regulated handlers selling in these counties will be assured that no price advantage can accrue to handlers with whom they compete. Producers, through participation in the marketwide pool, will thereby receive prices for their milk in accordance with its actual use value by handlers as contemplated by the Act.

(2) *Distribution in counties proposed by handlers.* Of the 18 additional counties proposed by handlers to be included in the marketing area, only the following 9 Indiana counties of Bartholomew, Brown, Decatur, Franklin, Jackson, Lawrence, Miami, Randolph, and Union should be added to the present marketing area. The addition of these counties to the present marketing area will constitute a contiguous and homogeneous region which will encompass the major distribution area regularly served by handlers presently regulated under the order as well as by the 7 handlers to be regulated by the expansion.

Three unregulated handlers distribute approximately 46 percent of the fluid milk products sold in Bartholomew County. One such handler accounts for about 43 percent of the total county sales. These sales represent about 19 percent of the total fluid products distributed from this handler's processing plant at Seymour, Indiana (Jackson County), through a distribution point at Columbus, Indiana (Bartholomew County). The inclusion of this county alone would bring the plant at Seymour under full regulation. Four Indianapolis handlers selling in competition with the unregulated handlers account for the remaining 54 percent of the total sales in Bartholomew County.

Brown County is rural in nature (1960 census population of 7,000). While no specific data were presented at the hearing regarding fluid milk distribution in this county, routes of both regulated and unregulated handlers regularly serve communities therein. This county should be added to the marketing area to maintain continuity with the other counties herein recommended to be added. Its omission would create an hiatus in the midst of the marketing area. No additional handlers will be regulated by inclusion of Brown County.

Approximately 64 percent of the total fluid sales in Decatur County are made by 5 regulated Indianapolis handlers. About 50 percent of the total sales in Decatur County are made by one handler from a regulated plant at Richmond, Indiana. This handler recently acquired a plant at Greensburg, Indiana (Decatur County) which now functions as a distribution point for milk processed and packaged at the Richmond plant. Four other Indianapolis handlers account for about 14 percent of the total county sales. A partially regulated handler from a plant at New Bremen, Ohio, likewise operates a distribution point at Greensburg, Indiana, from which about 30 percent of the total Decatur County fluid milk sales are made. Such sales account for about 7 percent of the total fluid milk distribution of the New Bremen, Ohio, plant. Addition of Decatur and other counties to the marketing area as herein recommended, is expected to result in regulation of the New Bremen plant. The remaining sales in Decatur County, about 6 percent of the total, are made by the previously mentioned unregulated handler from the Seymour, Indiana, plant.

In Franklin County, approximately 70 percent of the fluid milk distribution is made by 2 Indianapolis handlers. About 15 percent of the sales are from the previously mentioned plant at New Bremen, Ohio, which is partially regulated with respect to minor sales made in a portion of the marketing area as presently defined (Shelby County). The remaining 15 percent of this county's sales are made by 3 handlers regulated under the Greater Cincinnati, Ohio, Federal order. Since this county is primarily served by Indianapolis handlers, it should be added to the marketing area.

Jackson County, as in the case of Bartholomew, is a primary sales area of the unregulated handler at Seymour, Indiana (Jackson County). This handler accounts for about 80 percent of the total Jackson County sales which represent 20 percent of the total fluid milk distribution from this plant. Two Indianapolis regulated handlers and a handler regulated under the Louisville-Lexington-Evansville order account for the remaining 20 percent of the total county sales.

Fifty-six percent of the total route sales in Lawrence County emanate from the unregulated plant at Seymour, Indiana, through a distribution point at Bedford, Indiana (Lawrence County). These sales are estimated to be about 16 percent of the total sales of the Seymour plant. Approximately 30 percent of the fluid sales in the county are made by 3 handlers regulated under the Louisville-Lexington-Evansville order. The remaining fluid sales, about 14 percent, are made by 4 presently regulated Indianapolis handlers. Inclusion of Lawrence County will assure the handler to be regulated that fluid milk sold in this portion of his primary sales area will be subject to the provisions of an order issued pursuant to the Act.

Over 50 percent of the total fluid milk sales in Miami County are made by four Indianapolis regulated handlers. A handler regulated under the Fort Wayne order and another regulated under the South Bend order account for about 25 percent of the total sales in the county. One of the Indianapolis handlers distributes about 20 percent of the total Class I at his Marion, Indiana, plant on routes in Miami County.

This county is also served by two presently unregulated handlers. One of these handlers from a plant at Peru, Indiana, distributes all of his fluid milk products on routes entirely within Miami County. The other unregulated handler from a plant at Logansport, Indiana (Cass County), has, during certain periods in the past, distributed fluid milk products to a military installation in Miami County. At such times, his sales in Miami County amount to approximately 10 percent of the total fluid sales of this plant. At other times, when the plant is not supplying the military installation this percentage is considerably less. Whether this handler will be fully regulated under the order will depend on whether he continues to serve the military installation. Inclusion of Miami County in the marketing area is recommended because of the high percentage of sales by regulated handlers in this county.

Randolph County is served primarily by 5 Indianapolis handlers who account for about 70 percent of the total fluid milk sales. Twenty-five percent of the sales are from the partially regulated plant at New Bremen, Ohio, with the remaining 5 percent distributed by handlers regulated under the Fort Wayne, Indiana, order.

Over 85 percent of the fluid milk sold in Union County emanates from plants of 3 fully regulated Indianapolis handlers. These handlers operate plants at Cambridge City, Richmond and Union City, Indiana. About 10 percent of the county's distribution is made from a plant regulated by the Dayton-Springfield, Ohio, order. The remaining distribution in this county is made by a handler regulated under the Greater Cincinnati, Ohio, order.

In view of the preponderance of sales by Indianapolis handlers in Randolph and Union Counties, they should be added to the marketing area.

(b) *Counties not to be added.* The addition of Dearborn, Greene, Jefferson, Jennings, Ohio, Ripley, Scott, Switzerland and Wabash Counties to the marketing area should be denied.

Except for Greene and Wabash, these counties are located southeast of the proposed marketing area and relatively close to the Greater Cincinnati and Louisville-Lexington-Evansville marketing areas. Dearborn County, the most heavily populated of the seven (1960) (population about 29,000), is served primarily by Greater Cincinnati regulated handlers who account for about 65 percent of the total county sales. The other 6 counties, which in 1960 ranged from a population of 4,000 (Ohio County) to 24,000 (Jefferson County), constitute a primary distribution area of handlers associated with the Greater Cincinnati, Ohio, and the Louisville-Lexington-Evansville markets. On the other hand, distribution in this area by presently regulated Indianapolis handlers is much less relative to such handlers' sales in the present Indianapolis marketing area.

Two handlers who could become regulated under the Indianapolis order have some distribution in these counties. However, it is neither administratively feasible nor necessary for orderly marketing to include in the marketing area all territory in which handlers to be regulated have sales outlets. This is particularly true in this case, since fluid milk products sold in the 7 counties not to be included are predominantly from regulated sources. Moreover, inclusion of these counties in the Indianapolis marketing area could result in regulation of handlers whose primary sales and procurement association is with other markets.

The proposal to include Greene County was abandoned at the hearing by its proponent. Since no evidence was presented at the hearing regarding either distribution in Greene County, or the need for its inclusion in the area, it should not be included on the basis of this record.

Official notice is taken of the final decision of the Assistant Secretary on proposed amendments to the Fort Wayne, Indiana, order issued June 7, 1962, and the amendment to that order effective August 1, 1962, which included Wabash County in that marketing area. Evidence presented at the Indianapolis hearing also indicates that Wabash County is more closely associated with the Fort Wayne than with the Indianapolis marketing area. For this reason, Wabash County should not be added to this marketing area.

2. *Revision of pool plant qualifications.* The supply plant performance standards to attain automatic pool plant status during certain months should be modified to provide that a supply plant which qualifies as a pool plant during each of the immediately preceding six months of September through February will be accorded pool plant status during each of the following months of April through August unless nonpool status is elected. Presently, a supply plant meeting the pooling requirements during each of the six months of August through January can acquire automatic pool status in the following four months of April through July.

Experience during the operation of the order has shown the supply of producer milk in August to be substantially more than the fluid requirements of the market. In 1961, the ratio of producer receipts to Class I sales in August was 138 percent compared to an average ratio of 124 percent for the months of September through December 1961. In these circumstances, it would not be in the interest of orderly marketing and efficiency to require that supply plant shipments be made to distributing plants in August solely to maintain pool status.

As proposed by producers, a supply plant would have to meet the performance standards by shipments during each of the five months of September through January in order to acquire automatic pool status for the period of April through August. February is a month of relatively lower seasonal production. Official notice is taken of the ratio of producer receipts to Class I sales for the month of February 1962, which was 127 percent. Since performance standards of the present order require supply plant shipments in six months to attain automatic pool status, February should replace August as a month when a supply plant must ship at least 50 percent of its Grade A receipts from dairy farmers to distributing plants. This will retain a six-month qualification period before automatic pooling of a supply plant is permitted, and at the same time assure the market of an adequate supply during February.

The proposal to consider only the Grade A milk receipts from dairy farmers and other pool plants in determining pool status of a distributing plant should not be adopted. Presently, total Grade A receipts from all sources are compared to Class I distribution to ascertain whether a distributing plant meets the pooling standards of the order.

Proponent's concern with this provision arises from the fact that substantial quantities of surplus Grade A milk received at his New Bremen, Ohio, plant for manufacturing are transferred or diverted from pool plants under the Dayton-Springfield, North Central Ohio and Greater Cincinnati, Ohio, Federal orders. Proponent contends that producers regularly shipping to these other markets could become Indianapolis producers on certain days when their milk is diverted to the New Bremen plant. It was also stated that such receipts could result in failure of the New Bremen plant to meet the pool plant standards under the Indianapolis order unless the manufacturing portion of the New Bremen operation were considered to be a separate plant.

As herein recommended, no change is made in the provision which excludes from the pool plant definition the ungraded portion of a plant which is physically separated from the Grade A portion, is operated separately and is not approved by any health authority for the handling of Grade A milk. In addition, elsewhere in this decision, provision is made for milk to be diverted from a plant subject to full regulation under another Federal order to a distributing plant under this order. Such diverted milk should be excluded in determining the pool plant status of such a distributing plant and should continue to be subject to the pricing and pooling provisions of the other order. Thus, even if the New Bremen operation is considered a single plant, milk diverted from pool plants under nearby orders would be excluded in determining such plant's pool status under the Indianapolis order.

This provision as hereinafter discussed, is expected to improve the efficiency with which reserve supplies of milk are handled and to accommodate the surplus disposal operation at the New Bremen, Ohio, plant without the necessity of significantly changing the pool plant standards for all distributing plants.

4. *Revision of the transfer provision*—(a) *Surplus disposal area.* Various proposals were made to re-establish a mileage limitation beyond which fluid milk products could not be transferred or diverted except as Class I. Originally, the order established 150 miles from Indianapolis as the appropriate boundary beyond which it was reasonable to presume that the transfer or diversion of fluid milk products was for Class I purposes without the additional expense of actual verification by the market administrator. Effective May 6, 1961, the mileage limit was suspended when experience indicated that it was, in fact, necessary to move limited quantities of skim milk and butterfat more than 150 miles to maintain orderly marketing of Indianapolis reserve milk. Pending a hearing on this matter, it was not deemed unreasonable for the market administrator to verify the shipments and utilization of milk beyond 150 miles from Indianapolis.

Although, under most circumstances, adequate manufacturing outlets are located within 150 miles of Indianapolis, there have been occasions when, in the interest of efficient marketing, movement beyond 150 miles has been justified.

One handler has found it more economical, and at certain times necessary, to transfer milk and cream in excess of fluid needs at his Rochester, Indiana, plant to his evaporated milk plant at Pecatonica, Illinois, and to his dry milk manufacturing plant at Rockford, Illinois. The Pecatonica plant located 295 miles from Indianapolis appears to be the most distant plant which might be expected to serve as a regular outlet for milk in excess of the Indianapolis market's fluid needs.

The surplus disposal area should be established to include plants located up to 300 miles from Indianapolis. This would include all the regular outlets available for Class II disposition and not result in undue expenses by the market administrator.

(b) *Cream transfers.* The order should be amended to provide for the transfer of cream as Class II to a nonpool plant located more than 300 miles from Indianapolis without requiring verification of the use of such cream by the market administrator at the nonpool plant. While it is not economically feasible to move whole milk long distances except for Class I use, cream is frequently shipped a considerable distance for use in ice cream and under Class II items. As now provided, a handler may transfer cream any distance as Class II. However, the market administrator is required to verify the use of such cream at the nonpool plant to which transferred.

As herein recommended as appropriate for the transfer of other fluid milk products, a surplus disposal area of 300 miles is likewise appropriate for cream transferred as Class II, the verification of which should continue to be ascertained by the market administrator at the nonpool plant. Cream transferred as Class II to a nonpool plant located more than 300 miles from Indianapolis should be so classified without requiring verification of its use by the market administrator at the nonpool plant, provided that the following conditions are met prior to shipment:

(1) The transferor handler establishes that such cream was transferred without Grade A certification;

(2) The shipment was invoiced accordingly; and

(3) The market administrator was given sufficient notice to allow him to verify the conditions of shipment.

Such a provision will assure the availability of outlets for surplus cream irrespective of distance from Indianapolis and at the same time, reduce the expense of verifying the use of such cream.

(c) *Transfers to nonpool plants.* Fluid milk products transferred in bulk to a nonpool plant which is a fully regulated plant under another Federal order should be classified in the class to which such transfers were assigned under the other order. Presently, the order makes no distinction as to the classification of fluid milk products transferred in bulk to completely unregulated nonpool plants and plants which are nonpool plants but which are fully regulated pool plants under another order issued pursuant to the Act. Consequently, bulk fluid milk products transferred to a nonpool plant, which is fully regulated under another order, share on a pro rata basis the utilization at such plant after priority is given to regular receipts from dairy farmers as is the case at any completely unregulated plant. This technique can result in a classification of bulk fluid milk transfers under this order which may differ from the actual utilization of such transfers at a plant regulated under another order.

The procedure herein recommended will insure compatibility of classification between orders and at the same time assure producers that their milk is priced according to the actual utilization at the nonpool plant based on the accurate classification established under the other order.

It should also be recognized that the nonpool plant to which milk is transported may be receiving milk from other plants regulated under more than one order. To assure equity, it is provided that after allocating top priority to local producers when milk from more than one order is involved, the remainder should be assigned pro rata among the receipts of other Federal order milk at the transferee plant.

(d) *Diversions between pool plants.* Producers and handlers were unanimous in their support of proposals to allow diversion of producer milk between pool plants on a limited basis. Since the inception of the order, numerous occasions have arisen where it would have been more practical and economical to permit milk to move directly from a farm to a pool plant, other than the pool plant where such milk would normally have been received, and yet permit the producers to maintain their identity with the plant at which their milk is usually received. In most circumstances, certain advantages are achieved by having such milk considered a receipt at the pool plant from which diverted or in the case of a cooperative as the handler, at the location of the pool plant from which diverted. Under the present order, such milk must be physically received at one pool plant and then transferred to the other in order to continue to be considered producer milk at the plant of normal association. Such transfers often result in additional handling and hauling expenses which in no way benefit producers.

Because there is considerable variation in the facilities available at Indianapolis pool plants, both for fluid and nonfluid uses, the milk supply must, of necessity, be allocated among various plants. Allowing producer milk to be diverted during the month to another pool plant will enable handlers to more economically move milk not needed on weekends or holidays to other pool plants where it is needed for fluid use or where it can be utilized for Class II purposes without such milk losing its identification with the pool plant of primary association. Moreover, handlers with pool plant facilities available to accommodate additional producer milk will be able to accept such milk without the possibility of losing pool plant status because of such accommodation.

It should, therefore, be provided that a handler operating a pool plant or a cooperative association in its capacity as a handler may divert to a pool plant on not more than one-half of the days of production of a producer during any month. Milk diverted during the month in excess of this limit would be producer milk at the pool plant where it was physically received and not a receipt at the pool plant or at the location of the pool plant from which such milk was reported as being diverted.

Permitting diversion to other pool plants of up to one-half of the days of production of a producer during the month can reasonably be expected to accommodate the needs of any pool plant to dispose of unneeded milk on weekends, holidays or under other unusual conditions. Milk diverted in excess of these limits should be considered to be an integral portion of the milk supply of the plant which physically receives such milk rather than an accommodation of weekend surplus.

(e) *Diversion between Federal orders.* The order should be amended to permit milk to be diverted on a limited basis during the month from an Indianapolis pool plant to a nonpool plant which is subject to full regulation under another order. Such milk designated as being diverted would thereby retain its association with the Indianapolis order as producer milk. It must be recognized, however, that the provisions of the other order may require that such milk be pooled under the other order. In that instance, such milk would not be producer milk under this order and would be excluded from the pricing and pooling provisions.

A handler should be permitted to divert during the month, producer milk equal to the number of days' production of any producer which is physically received at an Indianapolis pool plant. Milk diverted during the month in excess of this limit should be considered a part of the supply at the plant to which diverted and should not be producer milk under this Part. Permitting diversion of approximately 15 days' production of a producer during any month to a plant regulated under another order would significantly improve the orderly disposition of reserve milk not needed for fluid use by Indianapolis handlers.

Proponent handler, a cooperative association, testified that permitting diversion as herein recommended could result in substantial savings since milk could be moved directly from dairy farms to available surplus outlets under nearby orders without the necessity of being received at an Indianapolis pool plant before being transferred. This handler operates a plant under the South Bend-LaPorte-Elkhart order which could accommodate milk in excess of this market's fluid needs. Since the number of outlets for Indianapolis surplus milk are limited it is concluded that such a provision could be beneficial to a number of Indianapolis handlers and would be in the interest of producers.

Furthermore, no good purpose is served by having an Indianapolis producer become a producer under another order on certain days and then again become a producer under this order on other days. Shifting of producer status between orders or requiring milk to be transferred merely to maintain producer identity has resulted in unnecessary costs and has in no way contributed to orderly marketing.

Another handler presented a correlative proposal which would allow milk received by diversion from a plant at which such milk would be fully subject to pricing and pooling under another order to remain associated with the other order and not be producer milk under this order on days when such milk was received at a pool plant. This proposal should likewise be adopted since it would permit milk diverted from regulated plants under nearby markets such as the Dayton-Springfield, North Central Ohio and Greater Cincinnati orders to retain its association with the other order. Thus, the New Bremen, Ohio, operation which serves as a surplus outlet for these other markets will continue to be availabe to accommodate surplus milk diverted from other orders as it presently does in the event that it becomes a pool plant by virtue of the expanded marketing area. It could continue to receive limited quantities of milk from these other orders without such milk being pooled under the Indianapolis order.

The previously mentioned cooperative association also testified that occasions could arise when it would be advantageous to be able to divert milk from the South Bend market to an Indianapolis pool plant and still have such milk remain pooled under the South Bend order.

Dairy farmers who are regularly associated with another Federal order market and whose milk is pooled under such other order would continue to participate in the pool with which they are normally associated on days when their milk is diverted to an Indianapolis pool plant. However, recognition must also be given to the possibility that the other order may exclude milk so diverted to an Indianapolis pool plant, from its pricing and pooling provisions. In this case, the milk would be a direct receipt of producer milk at an Indianapolis pool plant and participate in the marketwide equalization of this order.

For the convenience of the market administrator and to facilitate marketing service functions, handlers, on or before the day prior to diverting producer milk, should be required to notify the market administrator of their intention to divert, the date or dates of such diversion, and the plant or plants to which the milk will be diverted. Such information, while incidental to the diversion itself, will nonetheless apprise the market administrator of the movements of producer milk thereby enabling him to more efficiently carry on the program of verifying weights and test of such milk.

6. *Classification of nonfat dry milk solids used to fortify fluid milk products.*

The order should be amended to provide that fluid milk products fortified by the addition of nonfat solids be classified as Class I only to the extent of the weight of skim milk and butterfat contained in an equivalent volume of an unfortified product of the same nature and butterfat content. The added milk solids should be classified as Class II on a skim milk equivalent basis. Distinction will thereby be made between the use of nonfat milk solids for purposes of fortification and reconstitution.

When nonfat milk solids are added to a fluid milk product for the purpose of fortifying such product, the solids are generally in the form of nonfat dry milk, condensed skim milk and possibly similar whole milk products. Solids in this form can be derived from sources other than producer milk. Such products processed from producer milk have no greater value for fortification purposes than such products derived from other source milk and purchased on the open market. Use of these products for fortification only slightly increases the resulting volume of fluid milk product and only an insignificant displacement of producer milk occurs. It is not necessary, therefore, to price as Class I all of the water originally associated with the solids.

To maintain proper accounting for such items, however, the nonfat milk solids added to such fortified items should be converted to their skim milk equivalent and an amount equal to the difference between the skim milk equivalent of the fortified product and the actual weight of the product disposed of in fluid form should be classified as Class II. The skim milk equivalent of such nonfat solids would likewise be considered a receipt of other source milk by the handler. Through the allocation procedures any additional charge to handlers would be eliminated.

Unlike fortification, when a fluid milk product is derived by reconstituting nonfat milk solids, a volume of producer milk in Class I is directly displaced in an amount equal to the volume of the finished reconstituted product. Therefore, reconstituted fluid milk product or concentrated fluid milk products intended for reconstitution by the consumer should continue to be classified on a skim milk equivalent basis in Class I as is now provided in the order.

The proposal to classify as Class II, the butterfat in fluid milk products disposed of for livestock feed or dumped should not be adopted. Except for minor quantities of butterfat in route returns of homogenized fluid milk products, a high percentage of butterfat in fluid milk products can generally be salvaged as cream for use in manufactured products such as butter and ice cream. Class II classification is now given for the skim milk portion of products disposed of as livestock feed or dumped. This adequately recognizes that excess skim milk is the principal item for which livestock feed or dumping may be the only available outlet.

7. *The level of the Class I and Class II prices.* No change should be made in the over-all level of Class I pricing on the basis of this record. However, the five-cent adjustment at plants located outside Marion County but within the 70-mile zone should be eliminated. To offset this change, the present differential of $1.29 over the basic formula price should be adjusted to $1.27, and be limited to the first 18 months following the effective date of the order as herein amended. This adjustment of two cents in the differential is necessary to maintain the same general Class I price level as is presently provided in the order.

Removal of the five-cent location adjustment presently applied at plants located outside of Marion County and not more than 70 miles from Indianapolis is recommended elsewhere in this decision. Unless an offsetting adjustment is made in the Class I differential, the Class I price applicable at these pool plants, where approximately 35 percent of the total producer milk in the Indianapolis pool is received, would be increased by five cents.

Approximately 45 percent of the market's milk is received at Marion County plants. The Class I price at these plants is presently established at $1.29 over the basic formula. The Class I price applicable at plants outside Marion County but not more than 70 miles from Indianapolis is now $1.24 over the basic formula price.

Providing a weighted average differential of $1.27 at all plants within 70 miles of Indianapolis will maintain the equivalent over-all price level which is now provided in the order and will conform with the aforementioned change in location adjustments.

Producers proposed that, coincident with the location adjustment change, the Class I price now applicable at plants in Marion County ($1.29 over the basic formula) be extended to all plants located not more than 70 miles from Indianapolis. A number of handlers, on the other hand, proposed various lower price levels.

Since the inception of the Indianapolis order, producer receipts have been adequate to meet the Class I needs of the market plus a reasonable operating reserve. Official notice is taken of the average ratio of producer receipts to Class I sales with the 12-month period ending September 1962. This ratio was 133 percent.

In these circumstances it would not be appropriate to provide the Class I price increase proposed by producers. Nor in view of the extensive expansion of the marketing area herein recommended, is it appropriate to reduce the present level. A reasonable period of time should be allowed to elapse under the new supply-demand conditions before considering any modification of the present Class I price. Deferring action on the Class I price for a period of 18 months will allow sufficient time to accumulate data on supply-demand conditions in the expanded area on which to establish the Class I price level. Consideration could then be given to the need for automatically adjusting the Class I price as supplies vary in relation to demand as well as to the problem of intermarket price alignment. The Class I price herein recommended will provide appropriate price alignment in portions of the expanded market until appropriate review of the price structure can be considered at a subsequent hearing.

Amendments to the Class II price were made effective May 18, 1962, following the decision of the Assistant Secretary in this matter issued May 11, 1962.

9. *Revision of the shrinkage provisions.* The order should be amended to provide that two percent shrinkage be allowed in Class II on milk which is diverted from one pool plant to another. The allowable two percent should accrue to the handler operating the pool plant at which such diverted milk is physically received, even though such milk may be considered a receipt at the pool plant from which diverted for purposes of determining pool plant status, and, as heretofore discussed, to maintain a producer's association with the pool plant at which his milk is normally received.

This provision will properly recognize that loss on milk diverted between pool plants occurs almost exclusively at the plant which physically receives and processes such milk. Likewise, two percent shrinkage should continue to be allowed on milk which is physically received at a pool plant directly from producers' farms, and which is not considered to have been diverted from another pool plant.

A further amendment should be made to the shrinkage provisions to allow a handler transferring bulk cream to another plant the full two percent shrinkage rather than the present one-half of one percent. Handlers objected to the present shrinkage allowance of one-half of one percent on bulk cream transferred to other plants on the grounds that the major loss incurred in handling cream was in the separating process. They proposed that the full two percent shrinkage be allowed the handler operating cream separating facilities.

A very high percentage of bulk cream transfers made by Indianapolis handlers are movements to plants manufacturing butter and ice cream. Only minor quantities of bulk cream are transferred to other plants for use in fluid milk products. Appropriate shrinkage allowance on butterfat in bulk cream should be given at the point of greatest loss, which is in the separation, rather than in the subsequent packaging or processing of the cream in the manufacture of butter, ice cream and similar nonfluid products. No testimony was presented at the hearing in opposition to this proposition. It is appropriate, therefore, that the transferor handler receive the full two percent on bulk cream transfers rather than the present one-half of one percent, and that no allowance be given to the transferee handler receiving such bulk cream shipments.

Although this provision as herein recommended revises the division of allowable shrinkage between handlers, depending upon functions performed, the maximum allowable shrinkage on producer milk should remain at two percent. This has been found to be a reasonable loss factor on producer milk and is widely employed as a limit in a number of Federal orders. It is not reasonable, however, to limit Class II shrinkage in other source receipts at a pool plant. While loss of over two percent on other source milk would not be expected to occur frequently in a well-run plant, imposition of a shrinkage limit on other source milk was not shown to be necessary to maintain the integrity of the order. The order should, therefore, provide Class II classification on all the shrinkage allocated to other source receipts at a pool plant.

10. *Revision of location differentials.* The order should be amended to provide that no location differential be applicable at pool plants located less than 70 miles from Monument Circle in Indianapolis. In addition, Marion County should no longer be designated as the "base zone".

Under the present provisions of the order, a five-cent location differential is applicable at pool plants located outside Marion County and less than 70 miles from Indianapolis. This five-cent reduction in the Class I and uniform prices was established to recognize that producers shipping to plants in smaller cities outside of Marion County generally paid less for hauling than producers with neighboring farms whose milk was transported to Marion County plants.

Experience since the inception of the order indicates that this is no longer true. A large number of Indianapolis handlers now receive their entire milk supply in bulk tank trucks and a rapid conversion to farm bulk tanks has taken place throughout the milkshed. In the month of August 1961, 48 percent of the Indianapolis producers were using farm bulk tanks. They accounted for 64 percent of the total producer milk received at pool plants. Official notice is taken of the "Marketing Service Bulletin" of the market administrator for the month of July 1962. As indicated therein, the above percentages had increased to 79 and 87 respectively.

Under current marketing conditions, hauling rates are, to a large extent, uniform between producers whose milk is shipped to Marion County plants and those whose milk is moved to plants in secondary markets located less than 70 miles from Indianapolis. Such rates are generally subject to negotiation between the hauler and the producer and are determined as much by such factors as the volume of milk per pickup and the relative density of producers' farms in a given area, as they are by the plant location to which such milk is delivered.

Handlers with plants in such cities as Anderson, Bloomington, Marion and Richmond, Indiana, have paid producers five cents more than required by the order to offset the five-cent location adjustment to the uniform price applicable to producer milk at these plants. Such premiums are paid to maintain the necessary supply of producer milk at these plants. There is evidence that other handlers similarly situated have likewise paid a premium to offset the location adjustment. In these circumstances there is no economic justification for applying a location adjustment at any plant located less than 70 miles from Indianapolis.

Although producers and handlers unanimously supported removal of the "base zone" and requested the same price level at all plants up to 70 miles, the former proposed extending the Class I price which is presently applicable at Marion County plants out to 70 miles, whereas the latter proposed reducing the Class I price level at Marion County plants by five cents. As concluded elsewhere, the Class I differential presently applied at Marion County plants should be reduced two cents and be applicable at all plants located not more than 70 miles from Monument Circle in Indianapolis. This will recognize that producer milk received at a plant located in such cities as Kokomo, Marion, Muncie, etc., is worth as much as milk received at Indianapolis plants.

It would not be appropriate at this time to reduce the Class I price level at Indianapolis plants as proposed by handlers. As also indicated elsewhere, it would not be appropriate at this time to provide the increase requested by producers. The present Class I price level should be extended for a period of 18 months from the effective date of the order as herein amended. At the expiration of that period the level of the Class I price should be reviewed based on the supply-demand situation in the expanded market. Until such supply-demand data are available no change should be made in the level of the Class I price.

No change should be made in the location differentials presently applicable at plants located beyond 70 miles from Indianapolis. The present location differentials at such plants closely approximate the cost of moving milk to Indianapolis plants and will continue to reflect the lower value of milk received at plants beyond 70 miles from Monument Circle in Indianapolis.

One proposal would have changed the location differential at Terre Haute, Indiana, to five cents instead of the ten cents presently provided. This proposal and another proposal which would limit location differentials to the state of Indiana should be denied. The location differentials now provided at plants beyond 70 miles from Indianapolis are economically sound and will more appropriately reflect the value of milk at various locations, both within and without the expanded marketing area, than will other proposed differentials. Moreover, the location differentials herein recommended will provide more appropriate alignment of Class I prices at Indianapolis regulated plants located close to and, in some instances, actually within the borders of the marketing areas of other nearby Federal orders.

11. *Dates for filing reports and making payments.* The order should be amended by changing the various dates on which handlers are required to report and make payments to the market administrator and producers. Likewise, the dates on which class and uniform prices are announced by the market administrator should be changed to coordinate order operations during the month.

Operational experience since the inception of the order has demonstrated that insufficient time elapses between the date on which handlers are required to file reports and the date on which the market administrator must announce the uniform price. In addition, the requirement that producers be paid on or before the 15th day after the end of each month has worked a hardship on a number of handlers when weekends and holidays intervene.

Producers proposed that the final date for handlers to file reports of receipts and utilization be advanced from the 8th to the 7th day after the end of the month and that all other dates be advanced accordingly. Handlers objected, indicating that such a proposal would be onerous on them. They proposed instead that an additional day be granted for the filing of handlers' reports.

The problem can be reconciled by providing that reports and payments be made on or before the following sequence of dates each month:

(1) The 6th day of each month, announcement of class prices and butterfat differentials;

(2) On or before the 8th day of each month, reports of receipts and utilization from each handler;

(3) On or before the 10th day of each month, payment of applicable class prices for milk received the previous month by diversion from cooperative associations as handlers;

(4) The 14th day, anouncement of the uniform price and producer butterfat differential, reports to cooperatives on use of member milk at pool plants, and notification to handlers of obligations to or moneys due from the producer-settlement fund;

(5) The 15th day, payments by handlers to the producer-settlement, marketing service, and administrative funds;

(6) The 16th day, final payment by handlers to cooperative associations for member milk received the previous month and payments by the market administrator to handlers from the producer-settlement fund;

(7) The 18th day, final payments by handlers to individual producers for milk received the previous month;

(8) The 20th day after the end of each month, submission of the producer or dairy farmer payroll from each handler; and

(9) The last day of each month, payment for milk received from producers during the first 15 days of the month.

The order should not be amended to require that all audits be completed by the market administrator within four months after submission of handlers' reports. This proposal, if adopted, could result in significant increases in administrative costs and at the same time seriously interfere with the flexibility and efficiency of order operations. This would be particularly true in view of the expanded marketing area herein recommended.

12. *Rate of administrative assessment.* No further reduction should be

made in the rate of administrative assessment at this time.

It was proposed that the rate be reduced to 1.5 cents per hundredweight. Initially, the maximum rate was established at four cents per hundredweight with provision for downward adjustment by the Secretary if experience indicated that a lesser rate would provide adequate revenue for proper administration of the order. At the time of the hearing, the administrative assessment had been reduced to 2.5 cents. Official notice is taken of a memorandum sent to all Indianapolis handlers by the market administrator dated April 27, 1962. This memorandum informed handlers that the rate of administrative assessment would be reduced to two cents effective with April 1962 milk deliveries.

Expansion of the marketing area as recommended elsewhere in this decision will involve additional travel and expense by the market administrator to verify receipts and utilization at plants of handlers to be regulated. It is possible that these factors might necessitate an increase in the current rate of two cents. Since the four cents provided in the order is a maximum, and experience has shown that it has been reduced whenever the situation warranted, the present level should be continued in the order. This will permit the actual amount of the charge for administrative expense to continue to be adjusted whenever it becomes necessary without the requirement of a hearing.

13. *Administrative and conforming changes.* In view of the marketing area expansion and other amendments herein recommended, it is desirable to revise certain definitions and administrative provisions of the order to conform to the amendments recommended above.

Definitions of "producer", "producer milk" and "other source milk" are herein modified in such a manner that the present order definitions of "approved diary farmer", "approved plant" and "approved milk" are no longer needed to differentiate between dairy farmers participating in the pool and those dairy farmers whose milk is received at plants of partially regulated handlers.

Certain administrative changes should also be made in conjunction with these amendments. In view of the changes in dates on which handlers will be required to report and make payments, the date on which the market administrator notifies handlers of their obligations should be specifically set out. A separate section should be provided for reports from handlers operating nonpool distributing plants from which fluid milk products are disposed of in the marketing area and provisions regarding inventory reclassification should be incorporated in the allocation provisions of the revised order to facilitate their application.

The present Indianapolis order contains compensatory payment provisions concerning other source milk from plants not regulated by another order issued pursuant to the Act. This proposed order does not contain provisions for integrating other source milk into the regulatory scheme. The hearing on which this proposed order is based was held before the Supreme Court decision in the Lehigh Valley case (No. 79, October 1961 term). It is appropriate, therefore, that additional evidence be received on this matter. Accordingly, proposals on methods of dealing with such other source milk will be received and a hearing on such proposals will be called. Further announcements in this connection will be made.

Inasmuch as a number of new producers will participate in the pool as a result of the recommended area expansion, provision should be made to include the seasonal incentive payments of the Louisville plan in the computation of the uniform price rather than to continue them as a separate payment. This change will improve efficiency of order operations in the disbursement of such moneys to producers.

These revisions and other minor changes are necessary to coordinate the order with substantive amendments herein recommended.

Rulings on proposed findings and conclusions. Briefs and proposed findings and conclusions were filed on behalf of certain interested parties. These briefs, proposed findings and conclusions and the evidence in the record were considered in making the findings and conclusions set forth above. To the extent that the suggested findings and conclusions filed by interested parties are inconsistent with the findings and conclusions set forth herein, the requests to make such findings or reach such conclusions are denied for the reasons previously stated in this decision.

General findings. The findings and determinations hereinafter set forth are supplementary and in addition to the findings and determinations previously made in connection with the issuance of the aforesaid order and of the previously issued amendments thereto; and all of said previous findings and determinations are hereby ratified and affirmed, except insofar as such findings and determinations may be in conflict with the findings and determinations set forth herein.

(a) The tentative marketing agreement and the order, as hereby proposed to be amended, and all of the terms and conditions thereof, will tend to effectuate the declared policy of the Act;

(b) The parity prices of milk as determined pursuant to section 2 of the Act are not reasonable in view of the price of feeds, available supplies of feeds, and other economic conditions which affect market supply and demand for milk in the marketing area, and the minimum prices specified in the proposed marketing agreement and the order, as hereby proposed to be amended, are such prices as will reflect the aforesaid factors, insure a sufficient quantity of pure and wholesome milk and be in the public interest; and

(c) The tentative marketing agreement and the order, as hereby proposed to be amended, will regulate the handling of milk in the same manner as, and will be applicable only to persons in the respective classes of industrial or commercial activity specified in, a marketing agreement upon which a hearing has been held.

Recommended marketing agreement and order amending the order. The following order amending the order regulating the handling of milk in the Indianapolis, Indiana, marketing area is recommended as the detailed and appropriate means by which the foregoing conclusions may be carried out. The recommended marketing agreement is not included in this decision because the regulatory provisions thereof would be the same as those contained in the order, as hereby proposed to be amended:

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DEFINITIONS

§ 1049.1 Act.

"Act" means Public Act No. 10, 73d Congress, as amended, and as reenacted and amended by the Agricultural Marketing Agreement Act of 1937, as amended (7 U.S.C. 601 et seq.).

§ 1049.2 Secretary.

"Secretary" means the Secretary of Agriculture or any other officer or employee of the United States authorized to exercise the powers and to perform the duties of the Secretary of Agriculture.

§ 1049.3 Department.

"Department" means the United States Department of Agriculture.

§ 1049.4 Person.

"Person" means any individual, partnership, corporation, association, or other business unit.

§ 1049.5 Cooperative association.

"Cooperative association" means any cooperative marketing association of producers which the Secretary determines, after application by the association:

(a) To be qualified under the provisions of the Act of Congress of February 18, 1922, as amended, known as the "Capper-Volstead Act"; and

(b) To have full authority in the sale of milk of its members and is engaged in making collective sales of or marketing milk or milk products for its members.

§ 1049.6 Marketing area.

"Indianapolis, Indiana, marketing area", hereinafter called "the marketing area", means all of the territory within the boundaries of the counties of Bartholomew, Boone, Brown, Clay, Clinton, Decatur, Delaware, Fayette, Franklin, Grant, Hamilton, Hancock, Hendricks, Henry, Howard, Jackson, Johnson, Lawrence, Madison, Marion, Miami, Monroe, Montgomery, Morgan, Owen, Putnam, Randolph, Rush, Shelby, Tippecanoe, Tipton, Union, Vigo, and Wayne, all in the state of Indiana, including territory wholly or partly within such boundaries occupied by government (Municipal, State or Federal) reservations, installations, institutions or other similar establishments.

§ 1049.7 Producer.

"Producer" means any person, except a producer-handler, who produces milk in compliance with Grade A inspection requirements of a duly constituted health authority, which milk is received at a pool plant directly from the farm of such producer or is caused to be diverted by a handler as producer milk pursuant to § 1049.14. "Producer" shall not include any person with respect to milk which is fully subject to pricing and pooling under another order issued pursuant to the Act.

§ 1049.8 Handler.

"Handler" means:

(a) Any person in his capacity as the operator of a distributing plant or a supply plant; or

(b) A cooperative association with respect to producer milk diverted for the account of such association pursuant to § 1049.14.

§ 1049.9 Producer-handler.

"Producer-handler" means a person who operates a dairy farm and a distributing plant and who receives no fluid milk products from other dairy farmers or from sources other than pool plants: *Provided,* That such person provides proof satisfactory to the market administrator that the care and management of all dairy animals and other resources used in his own farm production and the operation of the processing and distributing business are at the personal enterprise and risk of such person.

§ 1049.10 Distributing plant.

"Distributing plant" means a plant in which any Grade A fluid milk product is processed and packaged and from which such product is disposed of during the month on routes in the marketing area.

§ 1049.11 Supply plant.

"Supply plant" means a plant from which Grade A milk, skim milk or cream is shipped during the month to a pool plant.

§ 1049.12 Pool plant.

"Pool plant" means a plant specified in paragraphs (a), (b) or (c) of this section except the plant of a producer-handler or a plant exempt pursuant to § 1049.61: *Provided,* That if a portion of a plant is physically separated from the Grade A portion of such plant, is operated separately and is not approved by any health authority for the receiving, processing or packaging of any fluid milk product for Grade A disposition it shall not be considered as part of a pool plant pursuant to this section.

(a) A distributing plant from which not less than 50 percent of the total Grade A milk received at such plant (excluding such milk received by diversion from a plant at which such milk is fully subject to pricing and pooling under the terms and provisions of another order issued pursuant to the Act) is disposed of during the month on routes and not less than 10 percent of such receipts is disposed of on routes in the marketing area: *Provided,* That a distributing plant which was a pool plant in each of the months of September through May, inclusive, shall continue to be a pool plant in the months of June, July and August immediately following, if such plant disposes of fluid milk products on routes in the marketing area during such month;

(b) A supply plant from which not less than 50 percent of the Grade A milk received from dairy farmers at such plant during the month is shipped as fluid milk products to pool plants pursuant to paragraph (a) of this section: *Provided,* That a pool plant qualified pursuant to this paragraph in each of the immediately preceding months of September through February shall be a pool plant for the months of April through August unless written application is filed with the market administrator on or before the first day of any such month to be designated a nonpool plant for such month and for each subsequent month through August during which it would otherwise not qualify as a pool plant: *And provided further,* That shipments to a plant described in the proviso in paragraph (a) of this section during the months of June, July and August shall be excluded in determining a plant's qualification pursuant to this paragraph; and

(c) A plant which was a pool plant in each of the preceding months of August through March and which was a pool supply plant in each of such months of December through March shall be a pool plant for the months of April through July, unless written application is filed with the market administrator on or before the first day of any such month to be designated a nonpool plant for such month and for each subsequent month through July during which it would not otherwise qualify as a pool plant.

§ 1049.13 Nonpool plant.

"Nonpool plant" means a plant which (a) is neither a pool plant nor the plant of a producer-handler, and (b) receives milk from dairy farmers or is a milk manufacturing, processing or bottling plant.

§ 1049.14 Producer milk.

"Producer milk" means all skim milk and butterfat contained in milk which is:

(a) Received during the month at a pool plant directly from a producer except that received by diversion pursuant to (b)(1) of this section: *Provided,* That milk received at a pool plant by diversion from a plant at which such milk would be fully subject to pricing and pooling under the terms and provisions of another order issued pursuant to the Act shall not be producer milk; or

(b) Diverted by a handler in his capacity as operator of a pool plant or by a cooperative association pursuant to § 1049.8(b) subject to the following conditions:

(1) Diverted during the month from a pool plant to another pool plant(s) for not more days of production of producer milk than is physically received at a pool plant(s) pursuant to paragraph (a) of this section;

(2) Diverted from a pool plant to a nonpool plant(s) at which the handling of milk is not fully subject to the pricing and pooling provisions of another order issued pursuant to the Act on any day during the months of April through August and in any other month, for not more days of production of producer

milk than is physically received at a pool plant(s) pursuant to paragraph (a) of this section;

(3) Diverted during the month from a pool plant to a nonpool plant(s) at which the handling of milk is fully subject to the pricing and pooling provisions of another order issued pursuant to the Act for not more days of production of producer milk than is received at a pool plant(s) pursuant to paragraph (a) of this section: *Provided,* That milk so diverted shall not be producer milk if, notwithstanding the provisions of this subparagraph, such milk is fully subject to the pricing and pooling provisions of the other order;

(4) Milk diverted for the account of a handler in his capacity as operator of a pool plant shall be deemed to have been received at the pool plant from which diverted; and

(5) Milk diverted for the account of a cooperative association shall be deemed to have been received by the cooperative association at a pool plant at the location of the pool plant from which diverted.

§ 1049.15 Fluid milk product.

"Fluid milk product" means milk, skim milk, buttermilk, milk drinks (plain or flavored), including "fortified" products and "dietary" milk products, concentrated milk, cream or any mixture in fluid form of cream and milk or skim milk (except eggnog, milkshake mix, frozen dessert mix, sour cream, aerated cream products, evaporated and plain or sweetened condensed milk or skim milk, and sterilized products packaged in hermetically sealed containers).

§ 1049.16 Other source milk.

"Other source milk" means all skim milk and butterfat contained in or represented by:

(a) Receipts during the month of fluid milk products except: (1) Fluid milk products received from pool plants either by transfer or diversion, (2) producer milk, or (3) inventory of fluid milk products on hand at the beginning of the month;

(b) Products, other than fluid milk products, from any source (including those produced at the plant) which are reprocessed or converted into or combined with another product in the plant during the month; and

(c) Any disappearance of nonfluid milk products not otherwise accounted for.

§ 1049.17 Route.

"Route" means delivery (including disposition from a plant store or from a distribution point and distribution by a vendor or vending machine) of any fluid milk product classified as Class I pursuant to § 1049.41(a)(1) to a retail or wholesale outlet other than a milk plant or a distribution point.

§ 1049.18 Butter price.

"Butter price" means the simple average as computed by the market administrator of the daily wholesale selling prices (using the midpoint of any price range as one price) per pound of Grade A (92-score) bulk creamery butter at Chicago, as reported for the month by the Department.

MARKET ADMINISTRATOR

§ 1049.25 Designation.

The agency for the administration of this part shall be a market administrator, selected by the Secretary, who shall be entitled to such compensation as may be determined by, and shall be subject to removal at the discretion of, the Secretary.

§ 1049.26 Powers.

The market administrator shall have the following powers with respect to this part:

(a) To administer its terms and provisions;

(b) To receive, investigate, and report to the Secretary complaints of violations;

(c) To make rules and regulations to effectuate its terms and provisions; and

(d) To recommend amendments to the Secretary.

§ 1049.27 Duties.

The market administrator shall perform all duties necessary to administer the terms and provisions of this part, including but not limited to the following:

(a) Within 30 days following the date on which he enters upon his duties, or such lesser period, as may be prescribed by the Secretary, execute and deliver to the Secretary a bond effective as of the date on which he enters upon his duties and conditioned upon the faithful performance of such duties, in an amount and with surety thereon satisfactory to the Secretary;

(b) Employ and fix the compensation of such persons as may be necessary to enable him to administer its terms and provisions;

(c) Obtain a bond in a reasonable amount, and with satisfactory surety thereon, covering each employee who handles funds entrusted to the market administrator;

(d) Pay out of the funds provided by § 1049.86 the cost of his bond and of the bonds of his employees, his own compensation, and all other expenses except those incurred under § 1049.85 necessarily incurred by him in the maintenance and functioning of his office and in the performance of his duties;

(e) Keep such books and records as will clearly reflect the transactions provided for in this part, and upon request by the Secretary, surrender the same to such other person as the Secretary may designate;

(f) Publicly announce at his discretion, unless otherwise directed by the Secretary, by posting in a conspicuous place in his office and by such other means as he deems appropriate, the name of any person who, after the date upon which he is required to perform such acts, has not made reports pursuant to §§ 1049.30, 1049.31, and 1049.32, nor payments pursuant to §§ 1049.80, 1049.82, 1049.84, 1049.85, and 1049.86;

(g) Submit his books and records to examination by the Secretary and furnish such information and reports as may be required by the Secretary;

(h) Verify all reports and payments of each handler by audit of such handler's records and of the records of any other handler or person upon whose utilization the classification of skim milk or butterfat for such handler depends, or by such investigation as the market administrator deems necessary.

(i) Prepare and disseminate to the public such statistics and such information as he deems advisable and as do not reveal confidential information;

(j) Publicly announce on or before:

(1) The 6th day of each month, the minimum price for Class I milk pursuant to § 1049.51(a) and the Class I butterfat differential pursuant to § 1049.52(a), both for the current month, and the minimum price for Class II milk pursuant to § 1049.51(b) and the Class II butterfat differential pursuant to § 1049.52(b), both for the preceding month; and

(2) The 14th day after the end of each month, the uniform price pursuant to § 1049.71 and the butterfat differential pursuant to § 1049.72; and

(k) On or before the 14th day after the end of each month, report to each cooperative association, upon request by such association, the percentage of the milk caused to be delivered by the cooperative association or its members which was utilized in each class at each pool plant receiving such milk. For the purpose of this report, the milk so received shall be allocated to each class at each pool plant in the same ratio as all producer milk received at such plant during the month.

(l) On or before the 14th day after the end of each month, notify each handler who reported pursuant to § 1049.30 of:

(1) The amount and value of his milk in each class computed pursuant to § 1049.46 and § 1049.70;

(2) The uniform price computed pursuant to § 1049.71; and

(3) The amounts to be paid by such handler pursuant to §§ 1049.82, 1049.85, and 1049.86 and the amount, if any, due such handler pursuant to § 1049.83.

REPORTS, RECORDS AND FACILITIES

§ 1049.30 Reports of receipts and utilization.

On or before the 8th day after the end of each month, each handler for each of his pool plants and a cooperative association as a handler pursuant to § 1049.8(b), shall report to the market administrator for such month, in the detail and on forms prescribed by the market administrator as follows:

(a) The quantities of skim milk and butterfat contained in:

(1) Receipts of producer milk;

(2) Fluid milk products received by transfer or diversion from pool plants;

(3) Other source milk;

(4) A separate report of producer milk diverted pursuant to § 1049.14: *Provided,* That on or before the day prior to diverting producer milk pursuant to § 1049.14, each handler shall notify the market administrator of his intention to divert such milk, the date or dates of such diversion, and the plant to which such milk is to be diverted; and

(5) Inventories of fluid milk products on hand at the beginning and end of the month;

(b) The utilization of all skim milk and butterfat required to be reported pursuant to this section, including a separate statement, if requested by the market administrator, of the disposition of Class I milk outside the marketing area; and

(c) Such other information with respect to receipts and utilization of skim milk and butterfat as the market administrator may prescribe.

§ 1049.31 Other reports.

(a) Each producer-handler shall make reports to the market administrator at such time and in such manner as the market administrator may prescribe; and

(b) On or before the 8th day after the end of each month, each handler who operates a nonpool plant from which fluid milk products are disposed of during the month on routes in the marketing area shall report to the market administrator the quantities of skim milk and butterfat so disposed of, and shall report in the detail and on forms prescribed by the market administrator the information required of handlers operating pool plants pursuant to § 1049.30 substituting receipts from dairy farmers for receipts from producers.

§ 1049.32 Payroll reports.

(a) On or before the 20th day after the end of each month, each handler, except a producer-handler and a handler exempt pursuant to § 1049.61, shall report to the market administrator in the detail and on forms prescribed by the market administrator, his producer payroll for that month which shall show for each producer:

(1) His name and address;

(2) The total pounds of milk received from such producer and the number of days, if less than the entire month, on which milk was received from such producer;

(3) The average butterfat content of such milk; and

(4) The net amount of such handlers payment, together with the price paid and the amount and nature of any deductions;

(b) Each handler operating a nonpool distributing plant shall report to the market administrator on or before the 20th day after the end of the month for each dairy farmer from whom milk was received the same information as required from handlers operating pool plants pursuant to paragraph (a) of this section.

§ 1049.33 Records and facilities.

Each handler shall maintain and make available to the market administrator, during the usual hours of business, such accounts and records of his operations, together with such facilities as are necessary for the market administrator to verify or establish the correct data with respect to:

(a) The receipt and utilization of all skim milk and butterfat handled in any form during the month;

(b) The weights and butterfat and other content of all milk and milk products handled during the month;

(c) The pounds of skim milk and butterfat contained in or represented by all milk products in inventory at the beginning and end of each month; and

(d) Payments to producers or dairy farmers, as the case may be, and cooperative associations, including the amount and nature of any deductions and the disbursement of moneys so deducted.

§ 1049.34 Retention of records.

All books and records required under this part to be made available to the market administrator shall be retained by the handler for a period of three years to begin at the end of the month to which such books and records pertain: *Provided,* That if, within such three-year period, the market administrator notified the handler in writing that the retention of such books and records is necessary in connection with a proceeding under section 8c(15)(A) of the Act or a court action specified in such notice, the handler shall retain such books and records, or specified books and records, until further written notification from the market administrator. In either case, the market administrator shall give further written notification to the handler promptly upon the termination of the litigation or when the records are no longer necessary in connection therewith.

CLASSIFICATION

§ 1049.40 Skim milk and butterfat to be classified.

Skim milk and butterfat which are required to be reported pursuant to § 1049.30 shall be classified each month by the market administrator pursuant to the provisions of §§ 1049.41 through 1049.46.

§ 1049.41 Classes of utilization.

Subject to the conditions set forth in § 1049.42 through § 1049.46, the classes of utilization shall be as follows:

(a) *Class I milk.* Class I milk shall be all skim milk (including that used to produce concentrated and reconstituted skim milk) and butterfat:

(1) Disposed of from the plant in the form of fluid milk products, other than those classified pursuant to paragraph (b) (3), (4), and (5) of this section, except that fluid milk products which have been fortified by the addition of milk solids shall be Class I only up to the weight of an equal volume of an unmodified fluid milk product of the same nature and butterfat content; and

(2) Not specifically accounted for as Class II milk;

(b) *Class II milk.* Class II milk shall be:

(1) Skim milk and butterfat used to produce any product other than a fluid milk product;

(2) Skim milk portion of fluid milk products disposed of for livestock feed, or dumped if the market administrator has been notified in advance and afforded the opportunity to verify such dumping;

(3) Skim milk and butterfat in fluid milk products delivered in bulk to and used at commercial food establishments devoted exclusively to the manufacture of bakery products, candy, or processed foods packaged in hermetically sealed containers;

(4) Skim milk contained in that portion of fortified fluid milk products not classified as Class I milk pursuant to paragraph (a)(1) of this section;

(5) Skim milk and butterfat contained in inventory of fluid milk products on hand at the end of the month; and

(6) In shrinkage of skim milk and butterfat, respectively, assigned pursuant to § 1049.42 (b)(2) and (b)(3) not to exceed the following:

(i) Two percent of that physically received direct from producers' farms and by diversion from other pool plants, plus

(ii) One and one-half percent of that received by transfer from other pool plants in bulk (except bulk cream), less

(iii) One and one-half percent of that transferred in bulk to other plants (except bulk cream); and

(7) In shrinkage of skim milk and butterfat, respectively, assigned to other source milk pursuant to § 1049.42(b)(1).

§ 1049.42 Shrinkage.

The market administrator shall assign shrinkage to each handler's receipts at each pool plant as follows:

(a) Compute the total shrinkage of skim milk and butterfat; and

(b) Pro rate the resulting amounts among (1) skim milk and butterfat in other source milk received in bulk fluid form, (2) skim milk and butterfat in producer milk (excluding milk diverted to other plants pursuant to § 1049.14) and (3) skim milk and butterfat in bulk fluid receipts including diversions (except bulk cream) from other pool plants in excess of transfers of bulk fluid milk products (except bulk cream) to other plants.

§ 1049.43 Responsibility of handlers.

All skim milk and butterfat shall be Class I milk unless the handler who first receives such skim milk or butterfat proves to the market administrator that such skim milk or butterfat should be classified otherwise.

§ 1049.44 Transfers.

Skim milk and butterfat disposed of during the month by a handler shall be classified as follows:

(a) As Class I milk, if transferred or diverted in the form of a fluid milk product to a pool plant, unless utilization as Class II milk is claimed by both handlers in their reports pursuant to § 1049.30 or § 1049.31(b): *Provided,* That the amount of skim milk and butterfat so assigned to Class II milk shall be limited to the amount of skim milk and butterfat remaining in Class II milk at the pool plant receiving such milk after the subtraction pursuant to § 1049.46(a)(10): *And provided further,* That if other source milk was received at either or both plants, the skim milk and butterfat transferred or diverted shall be classified so as to allocate the greatest possible Class I utilization (except Class I pursuant to § 1049.46(a)(2)) to producer milk at either or both plants;

(b) As Class I milk if transferred in the form of a fluid milk product from a pool plant to the plant of a producer-handler;

(c) As Class I milk if transferred or diverted to a nonpool plant in the form of a fluid milk product (except that in cream transferred pursuant to paragraph (f) of this section); *Provided*, That if the following conditions are met, such transfers or diversions shall be classified pursuant to paragraphs (d) or (e) of this section as the case may be:

(1) The nonpool plant is located less than 300 miles from Monument Circle, Indianapolis, Indiana, by the shortest highway distance as determined by the market administrator;

(2) The transferring or diverting handler claims classification as Class II milk in his report submitted pursuant to §§ 1049.30 or 1049.31(b); and

(3) The operator of such nonpool plant maintains books and records showing the utilization of all skim milk and butterfat received at such plant and such books and records are made available if requested by the market administrator;

(d) As Class I milk if transferred or diverted to a nonpool plant (which is not a pool plant under another order issued pursuant to the Act) in the form of a fluid milk product (except that in cream transferred pursuant to paragraph (f) of this section) to the extent of the following pro rata computation, unless such skim milk and butterfat is classified as Class I pursuant to paragraph (c) of this section:

(1) From the total skim milk and butterfat, respectively, disposed of from such nonpool plant and classified as Class I pursuant to the classification provisions of this Part applied to such nonpool plant, subtract the skim milk and butterfat received at such plant directly from dairy farmers who are approved to supply Grade A milk and who the market administrator determines constitute the regular source of supply for such nonpool plant;

(2) Prorate the remaining Class I milk to receipts at the nonpool plant from plants which are fully subject to the classification and pricing provisions of this order or other Federal milk orders issued pursuant to the Act;

(e) As Class I milk if transferred or diverted in the form of bulk fluid milk products to, and utilized at, a nonpool plant (which is a pool plant under another order issued pursuant to the Act) unless such fluid milk products are allocated to another class under such other order (except to Class II under Order No. 30; Part 1030 of this Chapter), in which case such transfers, unless classified as Class I pursuant to paragraph (c) of this section, will be Class II: *Provided*, That in the event such nonpool plant receives skim milk and butterfat from two or more plants regulated by an order(s) other than that under which it is regulated, the amount classified in each class shall be a pro rata share of such receipts allocated to that class; and

(f) As Class II milk if transferred as cream to a nonpool plant located more than 300 miles from Monument Circle, Indianapolis, Indiana, as determined by the market administrator, if the following conditions are met:

(1) The transferor handler establishes that such cream was transferred without Grade A certification;

(2) The shipment was invoiced accordingly; and

(3) The market administrator was given sufficient notice to allow him to verify the conditions of shipment.

§ 1049.45 Computation of skim milk and butterfat in each class.

For each month the market administrator shall correct for mathematical and other obvious errors, the reports submitted by each handler pursuant to this part and compute the total pounds of skim milk and butterfat, respectively, in each class at each of the plants of such handler: *Provided*, That if any of the water contained in the milk from which a product is made is removed before the product is utilized or disposed of by the handler, the pounds of skim milk used or disposed of in such product shall be considered to be an amount equivalent to the nonfat milk solids contained in such product plus all the water originally associated with the milk solids.

§ 1049.46 Allocation of skim milk and butterfat classified.

(a) The pounds of skim milk in each class allocated to producer milk at each pool plant shall be determined by the market administrator each month as follows:

(1) Subtract from the total pounds of skim milk in Class II the pounds of skim milk classified pursuant to § 1049.41(b)(6);

(2) Subtract from the pounds of skim milk in Class I the pounds of skim milk received in the form of a fluid milk product in consumer-type packages (including dispenser cans) which has been classified and priced as Class I under another order issued pursuant to the Act, and disposed of as Class I in the same package as received;

(3) Subtract from the remaining pounds of skim milk in each class, in series beginning with Class II, the pounds of skim milk in nonfluid milk products reprocessed or converted to another product in the plant during the month;

(4) Subtract from the remaining pounds of skim milk in each class, in series beginning with Class II, the pounds of other source milk received from a producer-handler in the form of fluid milk products;

(5) Subtract from the remaining pounds of skim milk in each class, in series beginning with Class II, the pounds of skim milk in other source milk received in the form of fluid milk products, except as specified in subparagraphs (2), (4), and (7) of this paragraph;

(6) Subtract from the remaining pounds of skim milk in Class II such remainder or the pounds of skim milk in inventory of fluid milk products at the end of the month, whichever is less;

(7) Subtract from the remaining pounds of skim milk in each class, in series beginning with Class II, the pounds of skim milk in other source milk received in the form of fluid milk products (except that subtracted pursuant to subparagraph (2) of this paragraph) which were classified and priced as Class I pursuant to another order issued pursuant to the Act or for which classification and pricing under such other order is dependent on assignment under this part: *Provided*, That if the pounds of skim milk from which the subtraction is to be made pursuant to this paragraph are less than the pounds to be subtracted, the difference shall be subtracted pursuant to subparagraph (9) of this paragraph;

(8) Add to the remaining pounds of skim milk in Class II the pounds of skim milk subtracted pursuant to subparagraph (6) of this paragraph;

(9) Subtract from the remaining pounds of skim milk in Class II the difference specified in the proviso of subparagraph (7) of this paragraph;

(10) Subtract from the remaining pounds of skim milk in each class, in series beginning with Class II, the pounds of skim milk in inventory of fluid milk products at the beginning of the month;

(11) Add to the remaining pounds of skim milk in Class II the pounds subtracted pursuant to subparagraph (1) of this paragraph;

(12) Subtract from the remaining pounds of skim milk in each class the pounds of skim milk received from other pool plants according to its classification as determined pursuant to § 1049.44(a); and

(13) If the remaining pounds of skim milk in both classes exceed the pounds of skim milk in producer milk, subtract such excess from the remaining pounds of skim milk in each class, in series beginning with Class II. Any amount so subtracted shall be known as "overage".

(b) Butterfat shall be allocated in accordance with the same procedure prescribed for skim milk in paragraph (a) of this section; and

(c) Determine the weighted average butterfat content of producer milk in each class as determined pursuant to paragraphs (a) and (b) of this section.

MINIMUM PRICES

§ 1049.50 Basic formula price.

The basic formula price shall be the average price per hundredweight for manufacturing grade milk, f.o.b. plants in Wisconsin and Minnesota as reported by the United States Department of Agriculture for the month. Such price shall be adjusted to a 3.5 percent butterfat basis by a butterfat differential rounded to the nearest one-tenth cent computed at 0.12 times the butter price for the month. The basic formula price shall be rounded to the nearest full cent.

§ 1049.51 Class prices.

Subject to the provisions of §§ 1049.52 and 1049.53, the minimum class prices per hundredweight of milk containing 3.5 percent butterfat shall be as follows:

(a) *Class I milk price.* The Class I milk price each month for the first 18 months beginning with the effective date of this section shall be the basic formula price for the preceding month, plus $1.27.

(b) *Class II milk price.* The Class II milk price shall be the basic formula price computed pursuant to § 1049.50, except that in no event shall such price exceed the price computed from the sum of subparagraphs (1) and (2) of this paragraph rounded to the nearest cent, plus 10 cents:

(1) From the butter price, subtract three cents, and multiply by 4.2; and

(2) From the simple average of the weighted averages of carlot prices per pound of spray and roller process nonfat dry milk for human consumption, f.o.b. manufacturing plants in the Chicago area, as published for the period from the 26th day of the preceding month through the 25th day of the current month by the Department, deduct 5.5 cents and multiply by 8.2.

§ 1049.52 Butterfat differentials to handlers.

For milk containing more or less than 3.5 percent butterfat, class prices for the month pursuant to § 1049.51 shall be increased or decreased, respectively, for each one-tenth percent butterfat variation at the appropriate rate, rounded to the nearest one-tenth cent, determined as follows:

(a) *Class I price.* Multiply the butter price for the preceding month by 0.120.

(b) *Class II price.* Multiply the butter price for the month by 0.113.

§ 1049.53 Location differentials to handlers.

For producer milk which is received at a pool plant 70 miles or more from Monument Circle in Indianapolis, Indiana, by the shortest hard-surfaced highway distance as determined by the market administrator and which milk is classified as Class I milk, the price specified in § 1049.51(a) shall be reduced at a rate set forth in the following schedule:

Distance (miles):	*Rate per hundredweight (cents)*
70 but less than 80	10.0
For each additional 10 miles or fraction thereof	1.5

Provided, That for the purpose of calculating such location differential, fluid milk products transferred between pool plants shall be assigned to Class I milk in a volume not in excess of that by which Class I disposition at the transferee plant exceeds receipts from producers, such assignment to transferor plants to be made first to plants at which no location adjustment is applicable and then in sequence beginning with the plant at which the least location differential would apply.

§ 1049.54 Use of equivalent prices.

If for any reason a price quotation required by this part for computing class prices or for other purposes is not available in the manner described, the market administrator shall use a price determined by the Secretary to be equivalent to the price which is required.

APPLICATION OF PROVISIONS

§ 1049.61 Plants subject to other Federal orders.

In the case of a handler in his capacity as the operator of a plant specified in paragraph (a) or (b) of this section the provisions of this part shall not apply, except that such handler shall, with respect to his total receipts and disposition of skim milk and butterfat, make reports to the market administrator at such time and in such manner as the market administrator may require and shall allow verification of such reports by the market administrator:

(a) A distributing plant from which the Secretary determines a greater proportion of fluid milk products is disposed of on routes in another marketing area regulated by another order issued pursuant to the Act and such plant is fully subject to regulation of such other order: *Provided,* That a distributing plant which was a pool plant under this order in the immediately preceding month shall continue to be subject to all of the provisions of this part until the third consecutive month in which a greater proportion of its Class I disposition on routes is made in such other marketing area unless, notwithstanding the provisions of this paragraph, it is regulated by such other order; and

(b) A distributing plant which meets the requirements set forth in § 1049.12 (a) which also meets the requirements of another marketing order on the basis of its distribution in such other marketing area and from which the Secretary determines a greater quantity of milk is disposed of during the month on routes in this marketing area than is so disposed of in such other marketing area but which plant is nevertheless fully regulated under such other marketing order.

DETERMINATION OF PRICES TO PRODUCERS

§ 1049.70 Computation of value of producer milk.

The value of producer milk received during the month by each handler at each pool plant shall be a sum of money computed by the market administrator as follows:

(a) Multiply the pounds of milk in each class by the applicable class price and add the resulting amounts;

(b) Add the amounts computed by multiplying the overage deducted from each class pursuant to § 1049.46(a)(13) and the corresponding step of § 1049.46 (b) by the applicable class prices; and

(c) Add an amount equal to the difference between the value at the applicable Class I price for the current month and the value at the applicable Class II price for the preceding month with respect to skim milk and butterfat allocated to Class I pursuant to § 1049.46 (a)(10) and the corresponding step in § 1049.46(b), that is in excess of volumes assigned in the preceding month pursuant to § 1049.46(a)(9) and the corresponding step in § 1049.46(b).

§ 1049.71 Computation of uniform price.

The market administrator shall compute the uniform price for each month as follows:

(a) Combine into one total the values computed pursuant to § 1049.70 for all handlers for which reports prescribed in § 1049.30 for such month were made, except those in default of payments required pursuant to § 1049.82 for the preceding month;

(b) Add or subtract for each one-tenth percent that the average butterfat content of producer milk represented by the values included in paragraph (a) of this section is less or more, respectively, than 3.5 percent an amount computed by multiplying such difference by the butterfat differential to producers and multiplying the result by the hundredweight of such producer milk;

(c) Add an amount equal to the sum of the location differential deductions to be made pursuant to § 1049.73;

(d) Subtract for each month of April through July the amount obtained by multiplying the hundredweight of producer milk included in these computations by eight percent of the Class I price for such month;

(e) Add during each month of September through December, one-fourth of the total amount subtracted pursuant to paragraph (d) of this section;

(f) Add an amount equal to one-half of the unobligated balance in the producer-settlement fund;

(g) Divide the value computed pursuant to paragraph (f) of this section by the total hundredweight of producer milk included in these computations; and

(h) Subtract not less than four nor more than five cents from the price computed pursuant to paragraph (g) of this section.

§ 1049.72 Butterfat differentials to producers.

The uniform price for producer milk shall be increased or decreased for each one-tenth of one percent that the butterfat content of such milk is above or below 3.5 percent, respectively, at the rate determined by multiplying the pounds of butterfat in producer milk allocated to Class I and Class II milk pursuant to § 1049.46 by the respective butterfat differential for each class, dividing the sum of such values by the total pounds of such butterfat and rounding the resultant figure to the nearest one-tenth cent.

§ 1049.73 Location differentials to producers.

The uniform price to be paid for producer milk received at a pool plant shall be reduced according to the location of the pool plant at the rates set forth in § 1049.53.

PAYMENTS

§ 1049.80 Time and method of payment.

(a) Each handler shall pay each producer for producer milk for which payment is not made to a cooperative association pursuant to paragraph (b) of this section, as follows:

(1) On or before the last day of each month, for producer milk received during the first 15 days of the month at not less than the Class II price for the preceding month; and

(2) On or before the 18th day after the end of each month, for each hundredweight of producer milk received during such month, an amount computed at not less than the uniform price adjusted pursuant to §§ 1049.72, 1049.73,

and 1049.85, less any payment made pursuant to subparagraph (1) of this paragraph: *Provided,* That if by such date the handler has not received full payment from the market administrator pursuant to § 1049.83 for such month, he may reduce pro rata his payments to producers by not more than the amount of such underpayment. Payment to producers shall be completed thereafter not later than the date for making payments pursuant to this paragraph next following receipt of the balance due from the market administrator.

(b) Each handler shall make payment to the cooperative association for producer milk which it caused to be delivered to such handler, if such cooperative association is authorized to collect such payments for its members and exercises such authority, an amount equal to the sum of the individual payments otherwise payable for such producer milk, as follows:

(1) On or before the 26th day of each month for producer milk received during the first 15 days of the month; and

(2) On or before the 16th day after the end of each month for milk received during such month;

(c) Each handler shall pay, a cooperative association pursuant to § 1049.8(b), on or before the 10th day after the end of the month for milk received from such association at not less than the value of such milk at the applicable class prices; and

(d) In making payments for producer milk pursuant to this section, each handler shall furnish each producer or cooperative association from whom he has received milk a supporting statement in such form that it may be retained by the recipient which shall show:

(1) The month and identity of the producer;

(2) The daily and total pounds and the average butterfat content of producer milk;

(3) The minimum rate or rates at which payment to the producer is required pursuant to this order;

(4) The rate which is used in making the payment if such rate is other than the applicable minimum rate;

(5) The amount, or the rate per hundredweight, and nature of each deduction claimed by the handler; and

(6) The net amount of payment to such producer or cooperative association.

§ 1049.81 Producer-settlement fund.

The market administrator shall maintain a separate fund known as the producer-settlement fund into which he shall deposit all payments and out of which he shall make all payments pursuant to §§ 1049.82, 1049.83 and 1049.84: *Provided,* That the market administrator shall offset the payment due to a handler against payments due from such handler.

§ 1049.82 Payments to the producer-settlement fund.

On or before the 15th day after the end of each month, each handler shall pay to the market administrator the amount by which the obligation pursuant to § 1049.80 of such handler for producer milk received during the month is less than the value of such producer milk pursuant to § 1049.70.

§ 1049.83 Payments from the producer-settlement fund.

(a) On or before the 16th day after the end of each month, the market administrator shall pay to each handler the amount by which the obligation pursuant to § 1049.80 of such handler for producer milk received during the month exceeds the value of such producer milk pursuant to § 1049.70: *Provided,* That if the balance in the producer-settlement fund is insufficient to make all payments pursuant to this section, the market administrator shall reduce uniformly such payments and shall complete such payments as soon as the necessary funds become available.

§ 1049.84 Adjustment of accounts.

Whenever verification by the market administrator of reports or payments of any handler discloses errors resulting in money due (a) the market administrator from such handler, (b) such handler from the market administrator, or (c) any producer or cooperative association from such handler, the market administrator shall promptly notify such handler of any amount so due and payment thereof shall be made not later than the date for making payment next following such disclosure.

§ 1049.85 Marketing services.

(a) Except as set forth in paragraph (b) of this section, each handler in making payments to each producer pursuant to § 1049.80 shall deduct five cents per hundredweight or such lesser amount as the Secretary may prescribe with respect to producer milk received by such handler (except such handler's own farm production) during the month, and shall pay such deductions to the market administrator not later than the 15th day after the end of the month. Such money shall be used by the market administrator to verify or establish weights, samples, and tests of producer milk and to provide producers with market information. Such services shall be performed in whole or in part by the market administrator or by an agent engaged by and responsible to him.

(b) In the case of producers for whom a cooperative association is performing, as determined by the Secretary, the services set forth in paragraph (a) of this section, each handler shall make, in lieu of the deductions specified in paragraph (a) of this section, such deductions as are authorized by such producers and, on or before the 15th day after the end of each month, pay over such deductions to the association rendering such services.

§ 1049.86 Expense of administration.

As his pro rata share of the expense of the administration of the order, each handler shall pay to the market administrator on or before the 15th day after the end of each month four cents per hundredweight or such lesser amount as the Secretary may prescribe with respect to skim milk and butterfat contained in (a) producer milk (including a handler's own farm production), and (b) other source milk at a pool plant which is allocated to Class I milk pursuant to § 1049.46(a) (3), (4), and (5) and the corresponding step of § 1049.46 (b).

§ 1049.87 Termination of obligations.

The provisions of this section shall apply to any obligation under this part for the payment of money.

(a) The obligation of any handler to pay money required to be paid under the terms of this part shall, except as provided in paragraphs (b) and (c) of this section, terminate two years after the last day of the calendar month during which the market administrator receives the handler's utilization report on the milk involved in such obligation unless within such two-year period the market administrator notifies the handler in writing that such money is due and payable. Service of such notice shall be complete upon mailing to the handler's last known address, and it shall contain, but need not be limited to, the following:

(1) The amount of the obligation;

(2) The months during which the milk, with respect to which the obligation exists, was received or handled; and

(3) If the obligation is payable to one or more producers or to an association of producers, the name of such producer or association of producers, or if the obligation is payable to the market administrator, the account for which it is to be paid.

(b) If a handler fails or refuses, with respect to any obligation under this part, to make available to the market administrator or his representatives all books and records required by this part to be made available, the market administrator may, within the two-year period provided for in paragraph (a) of this section, notify the handler in writing of such failure or refusal. If the market administrator so notifies a handler, the said two-year period with respect to such obligation shall not begin to run until the first day of the calendar month following the month during which all such books and records pertaining to such obligation are made available to the market administrator or his representative.

(c) Notwithstanding the provisions of paragraphs (a) and (b) of this section, a handler's obligation under this part to pay money shall not be terminated with respect to any transaction involving fraud or willful concealment of a fact, material to the obligation, on the part of the handler against whom the obligation is sought to be imposed.

(d) Any obligation on the part of the market administrator to pay a handler any money which such handler claims to be due him under the terms of this part shall terminate two years after the end of the calendar month during which the milk involved in the claim was received if an underpayment is claimed, or two years after the end of the calendar month during which the payment (including deduction or setoff by the market administrator) was made by the handler if a refund on such payment is claimed, unless such handler, within the applicable period of time, files, pursuant to section 8c(15)(A) of the Act, a petition claiming such money.

EFFECTIVE TIME, SUSPENSION OR TERMINATION

§ 1049.90 Effective time.

The provisions of this part, or any amendments to this part, shall become effective at such time as the Secretary may declare and shall continue in force until suspended or terminated.

§ 1049.91 Suspension or termination.

The Secretary shall suspend or terminate any or all of the provisions of this part whenever he finds that it obstructs or does not tend to effectuate the declared policy of the Act. This part shall, in any event, terminate whenever the provisions of the Act authorizing it cease to be in effect.

§ 1049.92 Continuing power and duty of the market administrator.

(a) If, upon the suspension or termination of any or all of the provisions of this part, there are any obligations arising hereunder, the final accrual or ascertainment of which requires further acts by any handler, by the market administrator, or by any other person, the power and duty to perform such further acts shall continue notwithstanding such suspension or termination: *Provided*, That any such acts required to be performed by the market administrator shall, if the Secretary so directs, be performed by such other person, persons or agency as the Secretary may designate.

(b) The market administrator or such other person as the Secretary may designate shall (1) continue in such capacity until discharged by the Secretary; (2) from time to time account for all receipts and disbursements and deliver all funds or property on hand together with the books and records of the market administrator, or such person, to such person as the Secretary shall direct; and (3) if so directed by the Secretary execute such assignment or other instruments necessary or appropriate to vest in such person full title to all funds, property and claims vested in the market administrator or such person pursuant thereto.

§ 1049.93 Liquidation after suspension or termination.

Upon the suspension or termination of any or all provisions of this part the market administrator, or such person as the Secretary may designate shall, if so directed by the Secretary, liquidate the business of the market administrator's office and dispose of all funds and property then in his possession or under his control together with claims for any funds which are unpaid or owing at the time of such suspension or termination. Any funds collected pursuant to the provisions of this part, over and above the amounts necessary to meet outstanding obligations and the expenses necessarily incurred by the market administrator or such person in liquidating such funds, shall be distributed to the contributing handlers and producers in an equitable manner.

MISCELLANEOUS PROVISIONS

§ 1049.100 Separability of provisions.

If any provision of this part, or its application to any person or circumstances, is held invalid, the application of such provision, and of the remaining provisions of this part, to other persons or circumstances shall not be affected thereby.

§ 1049.101 Agents.

The Secretary may, by designation in writing, name any officer or employee of the United States to act as his agent or representative in connection with any of the provisions of this part.

Signed at Washington, D.C., on November 6, 1962.

JOHN P. DUNCAN, Jr.,
Assistant Secretary.

[F.R. Doc. 62-11274; Filed, Nov. 9, 1962; 8:53 a.m.]

[7 CFR Part 1193]

[Docket No. AO 345 RO 1]

RYEGRASS SEED

Notice of Reopening of Hearing on Proposed Marketing Agreement and Order

Pursuant to the provisions of the Agricultural Marketing Agreement Act of 1937, as amended (48 Stat. 31, as amended; 7 U.S.C. 601-674), and the applicable rules of practice and procedure governing the formulation of marketing agreements and marketing orders (7 CFR Part 900), notice is hereby given of the reopening of the public hearing held in Albany, Oregon, June 26 and 27, 1962, pursuant to notice thereof which was issued June 8, 1962, (27 F.R. 5432), with respect to the proposed marketing agreement and order regulating the handling of ryegrass seed.

Such public hearing will be reopened at the Elvaquero Room, Rice Hotel, Houston, Texas, beginning November 30, 1962. Each day's session will commence at 9 a.m. local time, unless the Presiding Officer otherwise specifies during the course of the hearing.

The purpose of the reopened hearing is to afford interested persons the further opportunity to introduce additional evidence with respect to the economic and marketing conditions which relate to the proposed marketing agreement and order set forth in the original notice of hearing, and to any appropriate modification thereof. The proposed marketing agreement and order have not received the approval of the Secretary of Agriculture.

Copies of this notice and the proposed marketing agreement and order set forth in the original notice of hearing may be obtained from the Grain Division, Agricultural Stabilization and Conservation Service, United States Department of Agriculture, Washington 25, D.C.

Signed at Washington, D.C., on November 7, 1962.

ROBERT G. LEWIS,
Deputy Administrator,
Price and Production.

[F.R. Doc. 62-11273; Filed, Nov. 9, 1962; 8:53 a.m.]

FEDERAL AVIATION AGENCY

[14 CFR Part 514]

[Reg. Docket No. 1428; Draft Release No. 62-43]

ILS LOCALIZER RECEIVING EQUIPMENT FOR AIR CARRIER AIRCRAFT

Proposed Technical Standard Order; Extension of Time for Comments

In the notice of proposed rule making on TSO-C36b airborne ILS localizer receiving equipment (for air carrier aircraft) published in the FEDERAL REGISTER on October 17, 1962 (27 F.R. 10169), it was stated that consideration would be given to all relevant comments received on or before December 3, 1962.

It has subsequently been determined that the specified comment date of December 3, 1962, may not afford interested persons sufficient time within which to submit their comments.

Therefore, pursuant to the authority delegated to me by the Administrator (14 CFR Part 405), notice is hereby given that the time within which comments will be received is extended to January 15, 1963. Communications should be submitted in duplicate to the Docket Section of the Federal Aviation Agency, Room A-103, 1711 New York Avenue NW., Washington 25, D.C. All comments submitted will be available in the Docket Section for examination by interested persons at any time.

(Sections 313(a) and 601 of the Federal Aviation Act of 1958 (72 Stat. 752, 775; 49 U.S.C. 1354(a), 1421))

Issued in Washington, D.C., on November 5, 1962.

G. S. MOORE,
Acting Director,
Flight Standards Service.

[F.R. Doc. 62-11233; Filed, Nov. 9, 1962; 8:45 a.m.]

[14 CFR Parts 600, 601]

[Airspace Docket No. 62-WA-95]

FEDERAL AIRWAYS AND CONTROL AREA EXTENSION

Proposed Alteration and Designation

Pursuant to the authority delegated to me by the Administrator (14 CFR 409.13), notice is hereby given that the Federal Aviation Agency is considering amendments to Parts 600 and 601 of the regulations of the Administrator, the substance of which is stated below.

This Docket concerns the Department of the Air Force airspace requirements for undergraduate pilot training activities at Williams Air Force Base, Phoenix, Ariz., and actions proposed by the Federal Aviation Agency to meet these specific requirements with the least impact on other segments of aviation.

Airspace Docket 62–WA–62, published in the FEDERAL REGISTER as a notice of proposed rule making (27 F.R. 5341) and as an Amendment to the Regulations of the Administrator (27 F.R. 5981) set forth the Department of the Air Force requirement for airspace in the vicinity of six selected bases in which to conduct undergraduate pilot training. The training activity, procedures for conducting the training, use of the airspace within the training areas, and methods of publicizing the training activities were described in detail in Airspace Docket No. 62–WA–62. With the exception of specific airspace details, the overall operation at all six selected bases is basically the same and will not be repeated herein.

Williams AFB has some 350 students and 140 jet aircraft in its program. Each student spends 55 weeks in obtaining 132 hours training in T–37s and 130 hours in T–33s. The T–33s are being phased out of the program and are being replaced with T–38s. Normally, there are 63 sorties which operate daily in 4 training periods during daylight hours. Instructor pilots accompany the students on a majority of flights. Sorties consist of transition, instrument flying, formation flying and acrobatic maneuvers performed at speeds of 300 to 600 miles per hour, some of which are not adaptable to air traffic control. In addition, acrobatic maneuvers cannot be conducted on Federal airways. Because of normal training days lost due to inclement weather, training is sometimes conducted on Saturdays and Sundays.

The Federal Aviation Agency has reviewed the airspace requirements of all segments of the aviation industry in the Phoenix area together with airway alignments and airspace available for the proposed Air Force activities and it appears that an area of approximately 823 square nautical miles south of Williams AFB, to be known hereafter as "Williams One Intensive Student Jet Training Area"; the area of approximately 2869 square nautical miles east of Williams AFB, to be known hereafter as "Williams Two Intensive Student Jet Training Area"; the area of approximately 1888 square nautical miles north of Williams AFB, to be known hereafter as "Williams Three Intensive Student Jet Training Area"; the area of approximately 1072 square nautical miles north northwest of Williams AFB, to be known hereafter as "Williams Four Intensive Student Jet Training Area"; the area of approximately 5388 square nautical miles east of Williams AFB, to be known hereafter as "Williams Five Intensive Student Jet Training Area"; and the area of approximately 4214 square nautical miles north of Williams AFB, to be known hereafter as "Williams Six Intensive Student Jet Training Area" would satisfy Air Force airspace requirements. These areas are described below.

I. *Name.* Williams One Intensive Student Jet Training Area.

Boundary. Beginning at latitude 33°19′40″ N., longitude 111°44′40″ W.; to latitude 33°22′00″ N., longitude 111°33′00″ W.; to latitude 33°27′30″ N., longitude 111°28′00″ W.; to latitude 33°22′00″ N., longitude 111°13′00″ W.; to latitude 33°15′00″ N., longitude 111°11′00″ W.; to latitude 33°05′00″ N., longitude 111°06′00″ W.; to latitude 32°50′00″ N., longitude 111°07′00″ W.; to latitude 32°53′00″ N., longitude 111°32′00″ W.; to latitude 32°55′30″ N., longitude 111°35′00″ W.; to the point of beginning.

Time of use. Sunrise to sunset, Monday through Friday, at other times as published by NOTAM 24 hours in advance.

Altitudes. 10,000 feet MSL to Flight Level 240 inclusive.

II. *Name.* Williams Two Intensive Student Jet Training Area.

Boundary. Beginning at latitude 33°27′30″ N., longitude 111°28′00″ W.; to latitude 33°52′00″ N., longitude 110°18′40″ W.; clockwise along the arc of a 75 nautical mile radius circle centered at latitude 33°18′35″ N., longitude 111°39′20″ W.; to latitude 32°40′00″ N., longitude 110°22′40″ W.; to latitude 32°50′00″ N., longitude 111°07′00″ W.; to latitude 33°05′00″ N., longitude 111°06′00″ W.; to latitude 33°15′00″ N., longitude 111°11′00″ W.; to latitude 33°22′00″ N., longitude 111°13′00″ W.; to the point of beginning.

Time of use. Sunrise to sunset, Monday through Friday, at other times as published by NOTAM 24 hours in advance.

Altitudes. 14,000 feet MSL to Flight Level 240 inclusive.

III. *Name.* Williams Three Intensive Student Jet Training Area.

Boundary. Beginning at latitude 33°42′00″ N., longitude 111°30′00″ W.; to latitude 33°49′30″ N., longitude 111°45′45″ W.; to latitude 34°03′00″ N., longitude 111°44′30″ W.; to latitude 34°29′30″ N., longitude 111°14′00″ W.; to latitude 34°29′00″ N., longitude 111°07′30″ W.; clockwise along the arc of a 75 nautical mile radius circle centered at latitude 33°18′35″ N., longitude 111°39′20″ W.; to latitude 34°08′00″ N., longitude 110°31′00″ W.; to latitude 34°00′00″ N., longitude 110°46′00″ W.; to the point of beginning.

Time of use. Sunrise to sunset, Monday through Friday, at other times as published by NOTAM 24 hours in advance.

Altitudes. 14,000 feet MSL to Flight Level 240 inclusive.

IV. *Name.* Williams Four Intensive Student Jet Training Area.

Boundary. Beginning at latitude 33°49′30″ N., longitude 111°45′45″ W.; to latitude 33°56′00″ N., longitude 112°00′00″ W.; to latitude 34°27′30″ N., longitude 112°15′00″ W.; clockwise along the arc of a 75 nautical mile radius circle centered at latitude 33°18′35″ N., longitude 111°39′20″ W.; to latitude 34°32′45″ N., longitude 111°55′00″ W.; to latitude 34°29′30″ N., longitude 111°14′00″ W.; to latitude 34°03′00″ N., longitude 111°44′30″ W.; to the point of beginning.

Time of use. Sunrise to Sunset, Monday through Friday, at other times as published by NOTAM 24 hours in advance.

Altitudes. 19,000 feet MSL to Flight Level 240 inclusive.

V. *Name.* Williams Five Intensive Student Jet Training Area.

Boundary. Beginning at latitude 33°20′15″ N., longitude 111°41′30″ W.; to latitude 33°22′00″ N., longitude 111°33′00″ W.; to latitude 33°27′30″ N., longitude 111°28′00″ W.; to latitude 34°01′25″ N., longitude 109°50′45″ W.; clockwise along the arc of a 100 nautical mile radius circle centered at latitude 33°18′35″ N., longitude 111°39′20″ W.; to latitude 32°30′00″ N., longitude 109°55′30″ W.; to latitude 32°56′00″ N., longitude 111°21′00″ W.; to point of beginning.

Time of use. Sunrise to Sunset, Monday through Friday, at other times as published by NOTAM 24 hours in advance.

Altitudes. Flight Levels 240 to 450 inclusive.

VI. *Name.* Williams Six Intensive Student Jet Training Area.

Boundary. Beginning at latitude 33°42′00″ N., longitude 111°30′00″ W.; to latitude 33°56′00″ N., longitude 112°00′00″ W.; to latitude 34°27′30″ N., longitude 112°15′00″ W.; to latitude 34°39′00″ N., longitude 112°00′00″ W.; to latitude 34°42′00″ N., longitude 111°30′00″ W.; to latitude 34°42′00″ N., longitude 110°32′15″ W.; clockwise along the arc of a 100 nautical mile radius circle centered at latitude 33°18′35″ N., longitude 111°39′20″ W.; to latitude 34°20′30″ N., longitude 110°04′40″ W.; to latitude 34°00′00″ N., longitude 110°46′00″ W.; to the point of beginning.

Time of use. Sunrise to Sunset, Monday through Friday, at other times as published by NOTAM 24 hours in advance.

Altitudes. Flight Levels 240 to 450 inclusive.

These "Intensive Student Jet Training Areas" will be clearly depicted on all appropriate aeronautical charts. The activities being conducted will be described in the Airman's Guide and other aeronautical publications. These areas will be stratified by altitudes as required by training activities at a particular time and are designed to have the least possible effect on Federal airways and to allow free transit below the areas for direct flights. During the times these areas are in use, IFR flights of nonparticipating aircraft will not be cleared to transit the areas. VFR flights will not be denied access to the areas; however, they will be advised of the training activities and given traffic advisory information.

The new concept of "Intensive Student Jet Training Areas" is an effort on the part of the Agency to provide additional service, and more efficient utilization of the airspace, through cooperation and advisories as opposed to regulation and restriction. The distinction made between IFR traffic and VFR traffic is necessary for the following reasons:

a. IFR traffic normally proceeds at higher altitudes than VFR traffic. Since IFR traffic would represent the majority of flights that would transit the training area and since the areas have been kept to minimum size, it is necessary that all IFR traffic circumnavigate the areas in order to preclude disruption of training. Therefore, IFR traffic will not be authorized by Air Traffic Control to transit the areas during periods of training.

b. VFR traffic en route is not subject to Air Traffic Control; consequently, this traffic cannot be excluded from the areas unless large amounts of airspace are designated as restricted airspace. The depiction of these areas on charts, the advisories issued and lower altitudes available to VFR traffic will serve to minimize the disruption of the training activities.

In conjunction with the establishment of the above proposed Training areas, the Federal Aviation Agency is considering the following actions:

1. Alter the segment of low altitude VOR Federal airway No. 95 between Phoenix and Winslow, Ariz. It is proposed to redesignate this airway segment from the Phoenix VORTAC as a 13-mile

wide airway direct to the Winslow VORTAC. In addition, it is proposed to designate VOR Federal airway No. 95 west alternate and its associated control areas from the Phoenix VORTAC as a 10-mile wide airway to the intersection of the Phoenix VORTAC 004° and the Winslow VORTAC 224° True radials; thence as a 14-mile wide airway to the Winslow VORTAC.

2. Alter the segment of Intermediate altitude VOR Federal airway No. 1536 from Phoenix to St. Johns, Ariz. It is proposed to redesignate this airway segment from the Phoenix VOR as a 10-mile wide airway to the intersection of the Phoenix VOR 066° and the Casa Grande, Ariz., VOR 031° True radials; thence 14-mile wide airway to the intersection of the Phoenix VOR 066° and the Casa Grande VOR 042° True radials; thence 16-mile wide airway to the St. Johns VOR.

3. Alter the segment of intermediate altitude VOR Federal airway No. 1540 between Casa Grande and San Simon, Ariz. It is proposed to redesignate this airway segment from the Casa Grande VOR as a 13-mile wide airway (5 miles to the north and 8 miles to the south of the centerline) to the intersection of the Casa Grande VOR 105° and the Tucson, Ariz., VOR 344°. True radials; thence 16-mile wide airway to the San Simon VOR.

4. Designate a segment of intermediate altitude VOR Federal airway No. 1627 to extend from the Winslow VOR as a 16-mile wide airway to the intersection of the Phoenix VOR 029° and the Prescott, Ariz., VOR 134° True radials; thence as a 10-mile wide airway via the Phoenix VOR to the intersection of the Phoenix VOR 204° and the Gila Bend, Ariz., VOR 096° True radials at which point it would terminate.

5. Alter the segment of intermediate altitude VOR Federal airway No. 1545 between Tucson and Phoenix. It is proposed to redesignate this airway segment from the Tucson VOR as a 12-mile wide airway to the intersection of the Tucson VOR 316° and the Phoenix VOR 161° True radials; thence as a 10-mile wide airway to the Phoenix VOR.

6. Designate intermediate altitude VOR Federal airway No. 1779 to extend from the Phoenix VOR as a 10-mile wide airway to the intersection of the Phoenix VOR 004° and the Winslow VOR 224° True radials (Ranch Intersection); thence as a 16-mile wide airway to the intersection of the Winslow VOR 224° and the Prescott VOR 118° True radials; thence as a 14-mile wide airway to the Winslow VOR.

These proposed airway designations and alterations would provide a diversified airway configuration for the Phoenix Terminal area. This would provide for the most expeditious routing of IFR arrival and departure traffic during the periods when the proposed Student Training Areas are in use. The proposed airway width reductions would provide required separation from the proposed training area boundaries. The increased airway widths proposed herein would ensure adequate lateral protection for aircraft while operating at a maximum distance from widely separated navigational facilities. The Phoenix Air Route Traffic Control Center will not authorize flights along the segments of Victors 95, 1779 and 1627 between Phoenix and Winslow when the training areas are in use. Since these airways are not used as such during the periods of time when the training areas are active, prohibition of acrobatics on the airways within the altitude and geographical limits of the Intensive Student Jet Training Areas is unnecessary. Accordingly, by separate action, an exemption to the provisions of § 60.16 (b) of Part 60 of the Civil Air Regulations, applicable to the Air Training Command, is being granted to the Department of the Air Force.

The control areas associated with the proposed altered segment of Victor 95 and Victor 95 west alternate would extend from 700 feet above the surface to the base of the continental control area. Separate actions would be initiated to implement on an area basis Amendment 60-21 to Part 60 of the Civil Air Regulations.

A portion of the Phoenix control area extension (§ 601.1076) is bounded by Victor 95. It is proposed to amend the description of this control area extension by substituting Victor 95 west for Victor 95. This would entail no additional airspace.

The proposals in this notice have been informally discussed with representatives of a majority of the aviation organizations and the Air Force. In view of this, it is felt that fifteen days will be sufficient time for comments on the Notice.

Interested persons may submit such written data, views or arguments as they may desire. Communications should be submitted in triplicate to the Chief, Airspace Utilization Division, Federal Aviation Agency, Washington 25, D.C. All communications received within fifteen days after publication of this notice in the FEDERAL REGISTER will be considered before action is taken on the proposed amendment. No public hearing is contemplated at this time, but arrangements for informal conferences with Federal Aviation Agency officials may be made by contacting the Chief, Airspace Utilization Division. Any data, views or arguments presented during such conferences must also be submitted in writing in accordance with this notice in order to become part of the record for consideration. The proposal contained in this notice may be changed in the light of comments received.

The official Docket will be available for examination by interested persons at the Docket Section, Federal Aviation Agency, Room A-103, 1711 New York Avenue NW., Washington 25, D.C.

This amendment is proposed under section 307(a) of the Federal Aviation Act of 1958 (72 Stat. 749; 49 U.S.C. 1348).

Issued in Washington, D.C., on November 7, 1962.

H. B. HELSTROM,
Acting Chief,
Airspace Utilization Division.

[F.R. Doc. 62-11241; Filed, Nov. 9, 1962; 8:46 a.m.]

Notices

DEPARTMENT OF THE TREASURY

Office of the Secretary

[AA 643.3–W]

PORTLAND WHITE CEMENT FROM JAPAN

Fair Value Determination

NOVEMBER 5, 1962.

A complaint was received that portland white cement from Japan was being sold in the United States at less than fair value within the meaning of the Antidumping Act of 1921.

I hereby determine that portland white cement from Japan is not being, nor likely to be, sold at less than fair value within the meaning of section 201 (a) of the Antidumping Act, 1921, as amended (19 U.S.C. 160(a)).

Statement of reasons. The information received disclosed that shipments to the United States were pursuant to arms length transactions. The quantity sold in the home market was adequate to furnish a basis for comparison. Purchase price was compared, accordingly, with the adjusted home market price for fair value purposes.

The purchase price was computed on the basis of the f.a.s. Japan port price per metric ton. Inland freight was deducted to arrive at the purchase price ex-factory.

The home market price was computed on the basis of the weighted-average delivered price per metric ton. An allowance was made for the difference in the average quantity per home market sale as compared with the average quantity sold for exportation to the United States. From the net amount so determined, deductions were made for the difference in credit terms, for advertising costs incurred on behalf of purchasers, for technical assistance rendered to purchasers, and for inland freight. Additions were made for the amount of commission included in the price to the United States as to which there was no corresponding cost incurred in home market sales, and for the difference between the cost of packing for exportation to the United States and the home market packing cost.

Purchase price was slightly lower than the adjusted home market price in the case of shipments to certain areas in the United States. As soon as the manufacturer was advised of this, he revised his pricing so as to eliminate the margin and gave assurance that future pricing would be watched to prevent a recurrence of this circumstance.

The amount involved during the period in which the margin existed was not more than insignificant.

This determination and the statement of reasons therefor are published pursuant to section 201(c) of the Antidumping Act, 1921, as amended (19 U.S.C. 160(c)).

[SEAL] JAMES POMEROY HENDRICK,
Acting Assistant Secretary of the Treasury.

[F.R. Doc. 62–11259; Filed, Nov, 9, 1962; 8:51 a.m.]

DEPARTMENT OF DEFENSE

Office of the Secretary

ASSISTANT SECRETARY OF DEFENSE (INSTALLATIONS AND LOGISTICS)

Delegation of Authority Regarding Execution of Fiscal Year 1963 Military Family Housing Program

The Secretary of Defense approved the following delegation of authority November 5, 1962:

Pursuant to the authority vested in the Secretary of Defense by section 202(f) of the National Security Act of 1947, as amended, the authorities conferred on the Secretary of Defense in sections 502 and 503 of Public Law 87–554, dated July 27, 1962, are delegated to the Assistant Secretary of Defense (Installations and Logistics). These authorities may be redelegated, as appropriate, in accordance with criteria established by the Assistant Secretary of Defense (Installations and Logistics).

MAURICE W. ROCHE,
Administrative Secretary.

[F.R. Doc. 62–11264; Filed, Nov. 9, 1962; 8:52 a.m.]

DEPARTMENT OF AGRICULTURE

Office of the Secretary

SOUTH DAKOTA AND TEXAS

Designation of Areas for Emergency Loans

For the purpose of making emergency loans pursuant to section 321(a) of Public Law 87–128 (7 U.S.C. 1961) it has been determined that in the hereinafter-named counties in the States of South Dakota and Texas natural disasters have caused a need for agricultural credit not readily available from commercial banks, cooperative lending agencies, or other responsible sources.

SOUTH DAKOTA

Bennett

TEXAS

Austin Limestone

Pursuant to the authority set forth above, emergency loans will not be made in the above-named counties after June 30, 1963, except to applicants who previously received emergency or special livestock loan assistance and who can qualify under established policies and procedures.

Done at Washington, D.C., this 6th day of November 1962.

ORVILLE L. FREEMAN,
Secretary.

[F.R. Doc. 62–11256; Filed, Nov. 9, 1962; 8:50 a.m.]

ATOMIC ENERGY COMMISSION

[Docket No. 50–16]

POWER REACTOR DEVELOPMENT CO.

Notice of Hearing

Pursuant to the Atomic Energy Act of 1954, as amended, and the regulations in Part 2, 10 CFR "Rules of Practice," notice is hereby given that a hearing will be held at 10:00 a.m., on December 11, 1962, in the auditorium of the Atomic Energy Commission Headquarters in Germantown, Maryland, to consider the issuance of a provisional operating license to authorize operations at power not in excess of one megawatt (thermal) to the applicant, Power Reactor Development Company (PRDC), under § 104b. of the Atomic Energy Act of 1954, as amended. The term of the provisional operating license shall be for a period of not more than eighteen months, unless extended for good cause shown, or unless the provisional operating license is earlier superseded pursuant to further action of the Commission. The facility is an enriched-uranium-fueled, sodium-cooled, fast-neutron breeder reactor located on the shore of Lake Erie about thirty miles south of Detroit, Michigan. The application and the record of prior proceedings in this matter are available for public inspection at the AEC's Public Document Room, 1717 H Street NW., Washington, D.C.

The issues to be considered at the hearing will be the following:

1. Whether PRDC has submitted all technical information required by construction permit CPPR–4, as amended, the Atomic Energy Act of 1954, as amended, and the Commission's rules and regulations to complete the application for a provisional operating license authorizing loading to criticality and operation at not in excess of one megawatt (thermal);

2. Whether the construction of the facility has proceeded, and there is reasonable assurance that the facility will be completed, in conformity with construction permit CPPR–4, as amended, the application, as amended, the provisions of the Atomic Energy Act of 1954, as amended, and the rules and regulations of the Commission;

3. Whether there is reasonable assurance (i) that loading to criticality and operation of the reactor at not in excess

of one megawatt (thermal) as authorized by the provisional operating license can be conducted without endangering the health and safety of the public, and (ii) that such loading and operation will be conducted in compliance with the rules and regulations of the Commission;

4. Whether the applicant is technically and financially qualified to engage in the activities as authorized by the provisional operating license in accordance with the rules and regulations of the Commission;

5. Whether the applicant has furnished to the Commission proof of financial protection in accordance with 10 CFR, Part 140, "Financial Protection Requirements and Indemnity Agreements";

6. Whether there is reasonable assurance that the facility will be ready for initial loading with nuclear fuel for startup and operation not in excess of one megawatt (thermal) within ninety days from the date of issuance of a provisional operating license; and

7. Whether issuance of a provisional license to load to criticality and to operate the facility under the terms and conditions proposed will be inimical to the common defense and security or to the health and safety of the public.

Notice is hereby given that the report of the AEC's Advisory Committee on Reactor Safeguards dated October 11, 1962, is available for public inspection at the AEC's Public Document Room. Copies of this report may be obtained by request to the Director, Division of Licensing and Regulation, United States Atomic Energy Commission, Washington 25, D.C.

Any petitions for leave to intervene in this proceeding to consider the issuance of a provisional operating license to authorize operations at a power not to exceed one megawatt (thermal) must be made pursuant to § 2.714, Code of Federal Regulations, Part 2, and must be received in the Office of the Secretary, Atomic Energy Commission, Germantown, Maryland, or in the AEC Public Document Room, 1717 H Street NW., Washington 25, D.C., not later than November 20, 1962, or at such time as may otherwise be permitted by the atomic safety and licensing board designated to hear this matter.

Answers to this notice pursuant to § 2.705 of the Commission's rules of practice shall be filed by the applicant on or before November 20, 1962.

Papers required to be filed with the AEC in this proceeding shall be filed by mailing to the Secretary, Atomic Energy Commission, Washington 25, D.C., or may be filed in person at the Office of the Secretary, Atomic Energy Commission, Germantown, Maryland, or at the AEC Public Document Room. Pending further order of the licensing board, parties shall file an original and fifteen conformed copies of each such paper with the AEC, together with proof of service that each party to the proceeding has been served pursuant to § 2.712, 10 CFR Part 2.

Pursuant to section 191 of the Act (Public Law 87-615), the Commission has designated an atomic safety and licensing board consisting of Warren E. Nyer, Idaho Falls, Idaho; Thomas H. Pigford, University of California, Berkeley, California; and Samuel W. Jensch, Chief Hearing Examiner, Atomic Energy Commission, to hear this matter and to make an initial decision. Mr. Jensch has been designated as chairman of the board.

Dated at Germantown, Md., this 9th day of November 1962.

For the Atomic Energy Commission.

WOOLFORD B. McCOOL,
Secretary.

[F.R. Doc. 62-11324; Filed, Nov. 9, 1962; 10:13 a.m.]

FEDERAL AVIATION AGENCY

[OE Docket No. 62-SW-11]

AMERICAN TELEVISION CO., INC.

Proposed Construction of Television Antenna Structure; Determination of Hazard to Air Navigation

The Federal Aviation Agency has circularized the following proposal to interested persons for aeronautical comment and has conducted a study to determine its effect upon the safe and efficient utilization of airspace.

The American Television Company, Inc., proposes to construct a television antenna structure near Fort Smith, Arkansas, at latitude 35°27'11" north, longitude 94°22'26" west. The over-all height of the structure would be 1,830 feet above mean sea level (1,045 feet above ground).

The proposed structure would be located approximately 8.3 miles north of the Fort Smith Airport; approximately 3.2 miles north northeast of the centerline of VOR Federal airway 74 South; approximately 0.8 mile northeast of the centerline of Victor 74; approximately 1.35 miles southwest of the centerline of Victor 74 North; and would have the following effects upon aeronautical operations, procedures and minimum flight altitudes:

1. It would require an increase from 2,300 feet to 2,800 feet in the minimum en route altitude and an increase from 2,200 feet to 2,800 feet in the minimum obstruction clearance altitudes on the segment of VOR Federal airway No. 74 South between Fort Smith VORTAC and Akins, Ark., Intersection.

2. It would require an increase from 2,600 feet to 2,800 feet in the MEA on the segment of Victor 74 between the Fort Smith VORTAC and the Long, Ark., Intersection.

3. It would require an increase from 2,600 feet to 2,800 feet in the MOCA on the segment of Victor 74 North between the Fort Smith VORTAC and Short, Ark., Intersection.

4. It would require an increase from 2,200 feet to 2,800 feet in the transition altitude between the Fort Smith radio beacon and the ILS outer marker compass locator on instrument approach procedure AL-631-ADF.

5. It would require an increase from 2,700 feet to 2,800 feet in the transition altitude between the Fort Smith RBn and LOM on IAP AL-631-ILS-RWY 25.

6. It would require an increase from 2,200 feet to 2,800 feet in the transition altitude between the Fort Smith RBn and the Fort Smith VORTAC on IAP AL-631-VOR.

7. It would derogate the "Radio Beacon" departure procedure as described in the Joint St. Louis Center/Fort Smith CS/T Letter of Agreement dated January 12, 1961.

The aeronautical study disclosed that the changes in IFR minimum flight altitudes for the above described airways and instrument approach procedures could be made without adverse effect upon aeronautical operations since the cardinal altitude of 3,000 feet would be retained; however, the above described departure procedure cannot be changed. The presently acceptable minimum departure climb ratio is 40:1. The proposed structure would exceed this slope by approximately 275 feet.

The proposed structure would be located approximately one mile east of the "Radio Beacon" departure. The procedure requires that aircraft proceed from the airport direct to the Fort Smith Radio Beacon, thence via the 045 magnetic bearing from the Fort Smith Radio Beacon to Victor 13. There are ten scheduled air line flights per day which depart Fort Smith and proceed in the direction of the proposed structure. This departure route would be hazardous for aircraft to use if the proposed structure were constructed since insufficient vertical obstruction clearance would exist between aircraft using this departure and the proposed structure. Departures en route to Tulsa via Victor 74N or Victor 74 would be required to deviate inasmuch as a route from the airport direct to these airways would also be hazardous since insufficient vertical obstruction clearance would exist between such aircraft and the proposed structure. The use of other departure routes for aircraft proceeding in a northerly or northwesterly direction would not be practical and would result in inefficient utilization of airspace.

Therefore, pursuant to the authority delegated to me by the Administrator (14 CFR 626.33), it is concluded that the proposed structure at the location and mean sea level elevation specified herein would have a substantial adverse effect upon aeronautical operations and procedures in the Fort Smith area; and it is hereby determined that the proposed structure would be a hazard to air navigation.

This determination is effective as of the date of issuance and will become final 30 days thereafter unless an appeal is filed under § 626.34 (14 CFR 626.34). If the appeal is denied, the determination will then become final as of the date of the denial or 30 days after the issuance of the determination whichever is later.

Issued in Washington, D.C., on November 1, 1962.

JOSEPH VIVARI,
Acting Chief,
Obstruction Evaluation Branch.

[F.R. Doc. 62-11236; Filed, Nov. 9, 1962; 8:45 a.m.]

[OE Docket No. 62-SW-14]

INDUSTRIAL BROADCASTING CO.

Proposed Construction of Radio Antenna Structure; Determination of Hazard to Air Navigation

The Federal Aviation Agency has circularized the following proposal for aeronautical comment and has conducted a study to determine its effect upon the safe and efficient utilization of airspace.

The Industrial Broadcasting Company proposes to construct a radio antenna structure near Pasadena, Texas, at latitude 29°39′30″ north, longitude 95°10′-22″ west, at an overall height of 394 feet above mean sea level, 350 feet above ground level.

The proposed structure would be located 2.9 miles north of the Ellington Air Force Base and 1.89 miles northeast of the Genoa Airport.

The aeronautical study disclosed that Runway 17 Right is being extended by the Department of the Air Force to permit recovery of tactical jet aircraft at Ellington Air Force Base. This will be the primary runway serving these aircraft. To facilitate the optimum use of the extended runway, a TACAN instrument approach procedure is planned by the Air Force. The proposed structure would require an increase in the ceiling landing minimum from 400 feet to 800 feet for the planned TACAN instrument approach procedure. This increase would seriously derogate the use of Runway 17 Right for tactical jet operations proposed for this runway. The aeronautical study also disclosed that the proposed structure would have no substantial adverse effect upon VFR aeronautical operations at the Genoa Airport.

Pursuant to the authority delegated to me by the Administrator (14 CFR 626.33), it is found that the proposed structure at this location and height would have a substantial adverse effect upon the safe and efficient utilization of airspace and it is hereby determined that the proposed structure would be a hazard to air navigation.

This determination is effective as of the date of issuance and will become final 30 days thereafter unless an appeal is filed under § 626.34 (26 F.R. 5292). If the appeal is denied the determination will then become final as of the date of the denial or 30 days after the issuance of the determination whichever is later.

Issued in Washington, D.C., on November 2, 1962.

JOSEPH VIVARI,
Acting Chief,
Obstruction Evaluation Branch.

[F.R. Doc. 62-11237; Filed, Nov. 9, 1962; 8:45 a.m.]

INTERSTATE COMMERCE COMMISSION

[Notice 716]

MOTOR CARRIER TRANSFER PROCEEDINGS

NOVEMBER 7, 1962.

Synopses of orders entered pursuant to section 212(b) of the Interstate Commerce Act, and rules and regulations prescribed thereunder (49 CFR Part 179), appear below:

As provided in the Commission's special rules of practice any interested person may file a petition seeking reconsideration of the following numbered proceedings within 20 days from the date of publication of this notice. Pursuant to section 17(8) of the Interstate Commerce Act, the filing of such a petition will postpone the effective date of the order in that proceeding pending its disposition. The matters relied upon by petitioners must be specified in their petitions with particularity.

No. MC-FC 65217. By order of November 1, 1962, the Transfer Board approved the transfer to Ray Gilbert, Jr., Muskogee, Okla., of Certificate No. MC 117825, issued June 17, 1960, to Carl E. Braden, doing business as Braden's Produce, Smith Center, Kans., authorizing the transportation of bananas, over irregular routes, from New Orleans, La., to Smith Center, Kans. W. T. Brunson, 419 NW. Sixth Street, Oklahoma City 2, Okla., attorney at law.

No. MC-FC 65329. By order of November 1, 1962, the Transfer Board approved the transfer to Burtis H. Rosen, Clear Lake, Wis., of Certificate No. MC 39782, issued September 23, 1960, to Clifford E. Johnson, Clear Lake, Wis., authorizing the transportation of: General commodities, excluding certain specified commodities, from points in the Minneapolis-St. Paul, Minn., commercial zone, to points in Wisconsin as specified; farm machinery, and farm machinery parts, from the above commercial zone, to Clear Lake, Wis., oil, grease, and feed, from the referred commercial zone, to points in Wisconsin as specified; and livestock and farm products, from points in Wisconsin as specified to Minneapolis, St. Paul, South St. Paul and/or Newport, Minn., as specified. A. R. Fowler, 2288 University Avenue, St. Paul 14, Minn., representative for Applicants.

No. MC-FC 65348. By order of November 1, 1962, the Transfer Board approved the transfer to Missouri Transit Lines, Inc., Macon, Mo., of Certificate No. MC 88982 Sub 11, issued September 27, 1961, to Airport Express, Inc., doing business as Fort Leonard Wood-Lambert Field (St. Louis) Airport Service, Waynesville, Mo., authorizing the transportation of: Passengers and their baggage, express, newspapers, and mail in the same vehicle with passengers, (1) between Newburg, Mo., and Rolla, Mo., and the U.S. Army Training Center, Fort Leonard A. Wood, Mo., and (2) between Rolla, Mo., and Alhambra Grotto, Mo. The above operations are conducted over specified regular routes, serving all intermediate points. Joseph R. Nacy, 117 West High Street, Jefferson City, Mo., attorney for Transferor.

Paul D. Hess, Jr., 107½ North Rollins Street, Macon, Mo., attorney for Transferee.

No. MC-FC 65390. By order of November 1, 1962, the Transfer Board approved the transfer to Benmar Transport & Leasing Corp., Brooklyn, N.Y., of Permits Nos. MC 112016 Sub 1 and MC 112016 Sub 5, issued May 18, 1956, and February 18, 1957, respectively, to Sigmund Gancasz, doing business as G & M Trucking Co., Flushing, N.Y., authorizing the transportation of: Toll booths, assembled and uncrated, from New York, N.Y., to points in Pennsylvania, and from New York, N.Y., and Bayonne, N.J., to points in New York; toll booths, from Bayonne, N.J., to points in Pennsylvania, Ohio, Michigan, Indiana, and Illinois, and toll road booths, assembled and uncrated, requiring special handling and equipment, from Bayonne, N.J., to points in Connecticut, Rhode Island, Massachusetts, Vermont, New Hampshire, and Maine. Edward M. Alfano, 2 West 45th Street, New York, N.Y., attorney for Transferor. Abel Just, 135 Broadway, New York 6, N.Y., attorney for Transferee.

No. MC-FC 65401. By order of November 5, 1962, the Transfer Board approved the transfer to Robert S. Short, doing business as Short's Garage, Wilmington, Del., of Certificate No. MC 118983 Sub 1, issued April 1, 1960, to Charles L. Short and Robert S. Short, a partnership, doing business as Short's Garage, Wilmington, Del., authorizing the transportation of: Disabled, repossessed, stolen, or wrecked motor vehicles, by use of wrecker equipment only, between points in New York, New Jersey, Pennsylvania, Delaware, Maryland, Virginia, and the District of Columbia. John P. Daley, 15 East 14th Street, Wilmington 1, Del., attorney for Applicants.

No. MC-FC 65408. By order of November 1, 1962, the Transfer Board approved the transfer to M & M Moving & Storage Company, a Corporation, North End Vine Street, Harrison, Ark., of Certificate No. MC 107803 issued May 22, 1947 to H. K. McCaleb, doing business as M. & M. Storage Company, North End Vine Street, Harrison, Ark., authorizing the transportation of household goods as defined by the Commission over irregular routes, between points in Baxter, Boone, Carroll, and Marion Counties, Ark., on the one hand, and, on the other, points in Arkansas, Kansas, Missouri, Oklahoma, and Texas.

[SEAL] HAROLD D. MCCOY,
Secretary.

[F.R. Doc. 62-11260; Filed, Nov. 9, 1962; 8:51 a.m.]

FEDERAL COMMUNICATIONS COMMISSION

[Docket Nos. 14790; 14791; FCC 62M-1474]

BLUESTEM BROADCASTING CO., INC. (KVOE) AND KAYS, INC. (KAYS)

Order Continuing Hearing

In re applications of Bluestem Broadcasting Co., Inc. (KVOE), Emporia, Kans., Docket No. 14790, File No. BP-14520; Kays, Inc. (KAYS), Hays, Kans., Docket No. 14791, File No. BP-14750; for construction permits.

To formalize the agreements and rulings made on the record at a prehearing conference held on November 2, 1962, in the above-entitled matter concerning the future conduct of this proceeding;

It is ordered, This 2d day of November 1962, that:

Exchange of informal engineering exhibits on December 7, 1962;

Exchange of final and rebuttal engineering exhibits on January 7, 1963;

Notification of Witnesses on January 11, 1963; and

Hearing presently scheduled for December 4, 1962 is rescheduled for January 16, 1963.

Released: November 5, 1962.

Federal Communications
Commission,
[seal] Ben F. Waple,
Acting Secretary.

[F.R. Doc. 62-11269; Filed, Nov. 9, 1962; 8:52 a.m.]

[Docket Nos. 14341-14344; FCC 62M-1477]

COLLIER ELECTRIC CO.

Order Following Further Prehearing Conference

In re applications of Collier Electric Company, Docket No. 14341, File No. 848-C1-R-61; for renewal of the license for Station KAQ79, a facility in the domestic public point-to-point microwave radio service at Fort Morgan, Colo.; Docket No. 14342, File No. 849-C1-R-61; for renewal of the license for Station KAQ80, a facility in the domestic public point-to-point microwave radio service at Sterling, Colo.; Docket No. 14343, File No. 2670-C1-R-61; for renewal of the license for Station KAQ81, a facility in the domestic public point-to-point microwave radio service at Sidney, Nebr.; Docket No. 14344, File No. 2710-C1-R-61; for renewal of the license for Station KAS41, a facility in the domestic public point-to-point microwave radio service at Bridgeport, Nebr.

The Hearing Examiner having under consideration the proceedings in the course of the further prehearing conference in the above-entitled matter held on November 2, 1962, and the agreements reached by the parties therein as approved by the Examiner;

It appearing, that counsel for Frontier Broadcasting Company, a party to the proceedings herein, is presently engaged in another proceeding before this Commission which, pursuant to Commission order, is to be expedited;

It further appearing, that counsel for the Commission's Broadcast Bureau is involved in a series of proceedings which will occupy him for the next two months;

It further appearing, that counsel for the other parties have indicated that, in view of the importance of this matter and the commitments of counsel as hereinabove described, they will interpose no objection to fixing the date for the commencement of the hearing on or about January 15, 1963;

It further appearing, that all counsel are of the opinion that this proceeding will be lengthy and that, if possible, a continuous period of two or three weeks should be set aside for the hearing;

It further appearing, that in view of all the foregoing, good cause exists for one further and final postponement of the commencement of this hearing to a date in January 1963:

It is ordered, This 2d day of November 1962, that the hearing herein, which had heretofore been postponed until further order of the Examiner, is rescheduled to commence on January 15, 1963, at 10 a.m., at the Offices of the Commission in Washington, D.C.; and

It is further ordered, That the agreements and understandings entered into between the parties at this further prehearing conference concerning the future conduct of the hearing and the stipulations made between them are approved as set forth in the transcript of the further prehearing conference and, to this extent, are incorporated by reference herein.

Released: November 5, 1962.

Federal Communications
Commission,
[seal] Ben F. Waple,
Acting Secretary.

[F.R. Doc. 62-11268; Filed, Nov. 9, 1962; 8:52 a.m.]

[Docket No. 14792; FCC 62M-1481]

INTERNATIONAL RADIO, INC. (KGST)

Order Continuing Hearing

In re application of International Radio, Inc. (KGST), Fresno, California, Docket No. 14792, File No. BP-14149; for construction permit.

On the basis of agreements reached and rulings made at the prehearing conference held on November 2, 1962, reflected in the transcript of record made thereon and incorporated herein by reference:

It is ordered, This 5th day of November 1962, that the following procedural dates will govern the conduct of this hearing:

Exchange of applicant's final direct written sworn exhibits, with copies to the Hearing Examiner, by November 26, 1962;

Notification, if any, by respondent Peach Bowl Broadcasters, Inc. (KUBA) as to appearance of Terry D. Lloyd as a witness, by November 30, 1962;

Notification of other witnesses, if any, as to applicant's direct case, by December 14, 1962;

Exchange of respondent Peach Bowl Broadcasters, Inc.'s (KUBA) written sworn rebuttal exhibits, if any, with copies to the Hearing Examiner, by December 17, 1962.

It is further ordered, That the hearing, presently scheduled to commence on December 6, is continued to 10 a.m., December 19, 1962.

Released: November 6, 1962.

Federal Communications
Commission,
[seal] Ben F. Waple,
Acting Secretary.

[F.R. Doc. 62-11270; Filed, Nov. 9, 1962; 8:52 a.m.]

[Docket Nos. 14835, 14836; FCC 62M-1480]

NORTH ATLANTA BROADCASTING CO. AND J. LEE FRIEDMAN

Order Scheduling Hearing

In re applications of Charles Smithgall & Lessie B. Smithgall d/b as North Atlanta Broadcasting Company, North Atlanta, Ga., Docket No. 14835, File No. BP-12837; J. Lee Friedman, North Atlanta, Ga., Docket No. 14836, File No. BP-14081; for construction permits.

It is ordered, This 5th day of November 1962, that Herbert Sharfman will preside at the hearing in the above-entitled proceeding which is hereby scheduled to commence on December 27, 1962, in Washington, D.C.: *And it is further ordered,* That a prehearing conference in the proceeding will be convened by the presiding officer at 9 a.m., Tuesday, December 4, 1962.

Released: November 6, 1962.

Federal Communications
Commission,
[seal] Ben F. Waple,
Acting Secretary.

[F.R. Doc. 62-11271; Filed Nov. 9, 1962; 8:52 a.m.]

[FCC 62-1153]

POLITICAL BROADCAST QUESTIONNAIRE FOR 1962 ELECTION CAMPAIGNS

November 7, 1962.

The Subcommittee on Communications, Senate Committee on Interstate and Foreign Commerce, has requested the Commission to obtain information from its broadcast licensees concerning political broadcast activities during the 1962 campaigns. The Commission therefore wishes to advise all licensees of broadcast stations that they will shortly be requested to answer a questionnaire concerning political broadcast activities during the primary and general election campaigns of 1962. Licensees should retain all records pertaining to political broadcasts during those campaigns in order to be able to supply the information requested by the questionnaire. The questionnaire will be mailed to all broadcast licensees as soon as it is available.

Federal Communications
Commission,
[seal] Ben F. Waple,
Acting Secretary.

[F.R. Doc. 62-11265; Filed, Nov. 9, 1962; 8:52 a.m.]

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[illegible]

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Federal Aviation Agency

Designation of Federal Airways, Controlled Airspace, and Reporting Points

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PART II

FEDERAL REGISTER

THE NATIONAL ARCHIVES OF THE UNITED STATES 1934

VOLUME 27 NUMBER 220

Washington, Saturday, November 10, 1962

Federal Aviation Agency

Designation of Federal Airways, Controlled Airspace, and Reporting Points

Rules and Regulations

Title 14—AERONAUTICS AND SPACE

Chapter I—Federal Aviation Agency

SUBCHAPTER E—AIRSPACE [NEW]

[Reg. Docket No. 1274; Airspace Docket No. 61–WA–63]

PART 71—DESIGNATION OF FEDERAL AIRWAYS, CONTROLLED AIRSPACE, AND REPORTING POINTS [NEW]

On October 24, 1962, an amendment to the Code of Federal Regulations was published in the FEDERAL REGISTER (27 F.R. 10352, 10537) stating in part that the detailed data of certain sections of the subparts to the new Part 71 as indicated in that amendment would be published separately. Comments received by the Agency regarding Airspace Docket No. 61–WA–63 were discussed in the preamble to the above-mentioned amendment.

Interested persons have been afforded an opportunity to participate in the making of the rules herein adopted, and due consideration has been given to all relevant matter presented.

In consonance with the amendment mentioned above and pursuant to the authority delegated to me by the Administrator (25 F.R. 12582) the actions taken herein shall become effective 0001 e.s.t., December 12, 1962.

Issued in Washington, D.C., on October 26, 1962.

W. THOMAS DEASON,
Assistant Chief,
Airspace Utilization Division.

Subpart A—General

Sec.
71.1—71.19 [Published at 27 F.R. 10353].

Subpart B—Low Altitude Colored Federal Airways and Controlled Areas

71.101 Designation.
71.103 Low altitude green Federal airways.
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Subpart C—Low Altitude VOR Federal Airways and Controlled Areas

71.121 Designation.
71.123 Domestic low altitude VOR Federal airways.
71.125 Alaskan low altitude VOR Federal airways.
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Subpart E—Continental Control Area

71.151 Restricted areas included.

Subpart F—Control Areas and Control Area Extension

71.161 Designation of control areas associated with jet routes outside the continental control area.
71.163 Designation of additional control areas.
71.165 Designation of control area extensions.

Subpart G—Control Zones

71.171 Designation.

Subpart H—Transition Areas

71.181 Designation.

Subpart I—Positive Control Route Segments and Positive Control Areas

71.191 Designation of positive control route segments.
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Subpart J—Reporting Points

71.201 Designation.
71.203 Domestic low altitude reporting points.
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71.207 Domestic high altitude reporting points.
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71.213 Alaskan high altitude reporting points.
71.215 Hawaiian reporting points.

AUTHORITY: §§ 71.1 to 71.215 issued under secs. 307, 313, and 1101, 72 Stat. 749, 800; 49 U.S.C. 1348, 1354, 1510; E.O. 10854, 24 F.R. 9565.

Subpart A—General

NOTE: Text of Subpart A published at 27 F.R. 10353, 10537.

SUBPART B - LOW ALTITUDE COLORED FEDERAL AIRWAYS AND CONTROL AREAS

§ 71.101 Designation.

The airspace areas described in this Subpart are designated as Low Altitude Colored Federal airways and control areas.

§ 71.103 Low altitude green Federal airways.

G-1 From the Sherbrooke, Quebec, Canada, RBN via the Millinocket, Maine RR; to the Fredericton, New Brunswick, Canada, RR, excluding the portions within Canada.

G-2 From the Detroit, Mich., RR via the Windsor, Ontario, Canada, RR; Clear Creek, Ontario, Canada, RBN; to the Dunkirk, N. Y., RBN, excluding the portion within Canada.

G-7 From the Nome, Alaska, RR via the Moses Point, Alaska, RR; INT of the E course of the Moses Point RR and the N course of the Unalakleet, Alaska, RR; Galena, Alaska, RR; INT of the E course of the Galena RR and the W course of the Fairbanks, Alaska, RR; to the Fairbanks RR.

G-8 From the King Salmon, Alaska, RR via the INT of the NE course of the King Salmon RR and the W course of the Homer, Alaska, RR; INT of the W course of the Homer RR and the SW course of the Kenai, Alaska, RR; Kenai RR; INT of the NE course of the Kenai RR and a line bearing 266° from the Anchorage, Alaska, RR; Anchorage RR; INT of the NE course of the Anchorage RR and the SE course of the Skwentna, Alaska, RR; Gulkana, Alaska, RR; INT of the NE course of the Gulkana RR and the SW course of the Northway, Alaska, RR; to the Northway RR, including the additional airspace within 16 miles either side of the airway centerline at and above 24,000 feet MSL from the INT of the NE course of the Anchorage RR and the SE course of the Skwentna RR; to the Northway RR. The airspace within R-2201 and R-2203 shall be used only after obtaining prior approval from appropriate authority.

LOW ALTITUDE AMBER FEDERAL AIRWAYS

§ 71.105 Low altitude amber Federal airways.

A-1 From the Red Bluff, Calif., RR via the Fort Jones, Calif., RR; Medford, Oreg., RR; Eugene, Oreg., RR; Portland, Oreg., RR; Toledo, Wash., RR; Seattle, Wash., RR; INT of the NW course of the Seattle RR and the S course of the Victoria, Canada, RR; Victoria RR; to the INT of the N course of the Victoria RR and the SE course of the Comox, Canada, RR. From the Sandspit, B. C., Canada, RR via the INT of the NW course of the Sandspit RR and SW course of the Annette Island, Alaska, RR; Sitka, Alaska, RR; Yakutat, Alaska, RR; INT of the NW course of the Yakutat RR and the SE course of the Hinchinbrook, Alaska, RR; Hinchinbrook RR; INT of the NW course of the Hinchinbrook RR and the SE course of the Anchorage, Alaska, RR; Anchorage RR; INT of the NW course of the Anchorage RR and the SE course of the Skwentna, Alaska, RR; Skwentna RR; Puntilla Lake, Alaska, RBN; Farewell, Alaska, RR; McGrath, Alaska, RR; Unalakleet, Alaska, RR; to the Nome, Alaska, RR, including the additional airspace within 16 miles either side of the airway centerline at and above 24,000 feet MSL from the Sandspit RR to the McGrath RR, but excluding the portion under the jurisdiction of Canada. The airspace within R-2201, R-2203 and R-6703 shall be used only after obtaining prior approval from the appropriate authority.

A-2 From the Snag, Yukon Territory, Canada, RR via the Northway, Alaska, RR; Big Delta, Alaska, RR; INT of the NW course of the Big Delta RR and the E course of the Fairbanks, Alaska, RR; Fairbanks RR; to the Bettles, Alaska, RR, including the additional airspace within 16 miles either side of the airway centerline at and above 24,000 feet MSL from the Snag RR to the Fairbanks RR but excluding the portion within Canada. The airspace within R-2202, R-2205, R-2207, and R-2208 shall be used only after obtaining prior approval from the appropriate authority.

A-4 From the Chanute, Kans., RR; to the INT of the NE course of the Chanute RR and the SW course of the Kansas City, Mo., RR. From the Omaha, Nebr., RR via the Sioux City, Iowa, RR; Sioux Falls, S. Dak., RR; Huron, S. Dak., RR; Aberdeen, S. Dak., RR; Bismarck, N. Dak., RR; INT of the N course of the Bismarck RR and the SE course of the Minot, N. Dak., RR; to the Minot RR.

A-6 From the INT of the E course of the Cleveland, Ohio, RR and a line bearing 204° from the Perry, Ohio, RBN via the Perry RBN to the Clear Creek, Ont., Canada, RBN, excluding the portion within Canada.

A-7 From the Augusta, Maine, RR via the Millinocket, Maine, RR; Presque Isle, Maine, RR; thence via a direct line between the Presque Isle RR and the Mont Joli, Quebec, Canada, RR to the United States/Canadian Border. The portion of this airway which coincides with R-3903 shall be used only after obtaining prior approval from appropriate authority.

A-8 From the Red Bluff, Calif., RR via the Whitmore, Calif., RR; INT of the NE course of the Whitmore RR and the S course of the Klamath Falls, Oreg., RR; Klamath Falls RR; INT of the N course of the Klamath Falls, RR and the SW course of the Redmond, Oreg., RR; to the Redmond RR.

A-11 From the INT of the S course of the Maui, Hawaii, RR and the W course of the Hilo, Hawaii, RR via the Maui RR; to the INT of the N course of the Maui RR and a point 38 miles N of the Maui RR.

A-15 From the Ethelda Bay, British Columbia, Canada, RBN via the Annette Island, Alaska, RR; Petersburg, Alaska, RR; Coghlan Island, Alaska, RBN; Haines, Alaska, RBN; Pon Lake, Yukon Territory, Canada, RBN; Snag, Yukon Territory, Canada, RR; Northway, Alaska, RR; Big Delta, Alaska, RR; INT of the NW course of the Big Delta RR and the E course of the Fairbanks, Alaska, RR; to the Fairbanks RR., including the additional airspace within 16 miles either side of the airway centerline at and above 24,000 feet MSL, but excluding the portion under the jurisdiction of Canada. The airspace within R-2202, R-2205, R-2207 and R-2208 shall be used only after obtaining prior approval from the appropriate authority. (joins Canadian high level airway No. 502)

LOW ALTITUDE RED FEDERAL AIRWAYS

§ 71.107 Low altitude red Federal airways.

R-1 From the Sitka, Alaska, RR via the INT of the SE course of the Sitka RR and the SW course of the Petersburg, Alaska, RR; Cape Decision, Alaska, RBN; Guard Islands, Alaska, RBN; to the Annette Island, Alaska, RR.

R-20 From the Lansing, Mich., RR via the Flint, Mich., ILS LOM; INT of the 106° bearing from the Flint ILS LOM and the NW course of the Windsor, Ont., Canada, RR; Windsor RR; to the Cleveland, Ohio, RR. From the Pittsburgh, Pa., RR to the INT of the SE course of the Pittsburgh RR and the NW course of the Washington, D. C., RR. From the Washington RR to the INT of the SE course of the Washington RR and the NE course of the Tappahannock, Va., RR, excluding the portion within Canada and the airspace below 6,000 feet MSL within R-4007.

R-25 From the Quebec, Canada, RR via the INT of the NW course of the Bangor, Maine, RR and the W course of the Millinocket, Maine, RR; excluding the portion within Canada.

R-27 From the INT of the NW course of the Nenana, Alaska, RR and the W course of the Fairbanks, Alaska, RR via the Nenana RR; to the INT of the SE course of the Nenana RR and the SW course of the Fairbanks RR.

R-39 From the Bethel, Alaska, RR via the Aniak, Alaska, RR; McGrath, Alaska, RR; Minchumina, Alaska, RR; Nenana, Alaska, RR; to the Fairbanks, Alaska, RR, including the additional airspace within 16 miles either side of the airway centerline at and above 24,000 feet MSL.

R-40 From the Kodiak, Alaska, RR via the Shuyak, Alaska, RBN; Homer, Alaska, RR; to the Anchorage, Alaska, RR

R-41 From the INT of the NW course of the Sitka (Biorka Island), Alaska, RR and the SW course of the Gustavus Alaska, RR via the Gustavus RR; to the Sisters Island, Alaska, RBN.

R-46 From the Regina, Saskatchewan, Canada, RR via the Minot, N. Dak., RR; to the Jamestown, N. Dak., RR, excluding the portion within Canada.

R-50 From the INT of the E course of the Galena, Alaska, RR and the SW course of the Tanana, Alaska, RR via the Tanana RR; to the INT of the SE course of the Tanana RR and the W course of the Fairbanks, Alaska, RR

R-53 From the Portland, Oreg., RR via the INT of the E course of the Portland RR and the W course of the The Dalles, Oreg., RR; The Dalles RR; INT of the E course of the The Dalles RR and the W course of the Pendleton, Oreg., RR; Pendleton RR; INT of the E course of the Pendleton RR and the SW course of the Walla Walla, Wash., RR; Walla Walla RR; to the Spokane, Wash., RR.

R-64 From the INT of the SW course of the Annette Island, Alaska, RR and the United States-Canadian Border, to the Annette Island RR.

R-75 From the INT of the NW course of the Bellingham, Wash., RR and the W course of the Abbotsford, British Columbia, Canada, RR via the Abbotsford RR; to the INT of the E course of the Abbotsford RR and the NE course of the Bellingham RR, excluding the portion within Canada.

R-82 From the Skwentna, Alaska, RR to the INT of the SE course of the Skwentna RR and the NE course of the Anchorage, Alaska, RR.

R-87 From the Port Allen, Hawaii, RBN via the INT of the 130° bearing from the Port Allen RBN and the 261° bearing from the Honolulu, Hawaii, RR; the Honolulu RR; Maui, Hawaii, RR; INT of the SE course of the Maui RR and the N course of the Hilo, Hawaii, RR; to the Hilo RR.

R-92 From the Sault Ste. Marie, Mich., RR to the Sudbury, Ontario, Canada, RR, excluding the portion within Canada.

R-99 From the INT of the NE course of the King Salmon, Alaska, RR and the SW course of the Iliamna, Alaska, RR via the Iliamna RR; to the INT of the SE course of the Iliamna RR and the W course of the Homer, Alaska, RR.

R-103 From the Anchorage, Alaska, RR via the INT of a line bearing 266° from the Anchorage RR and the NE course of the Kenai, Alaska, RR; Kenai RR; INT of the SE course of the Kenai RR and the SW course of the Anchorage RR; to the Middleton Island, Alaska, RBN.

LOW ALTITUDE BLUE FEDERAL AIRWAYS

§ 71.109 **Low altitude blue Federal airways.**

B-2 From the Sitka, Alaska, RR to the Sisters Island, Alaska, RBN.

B-3 From the INT of the S course of the Goshen, Ind., RR and the SW course of the Fort Wayne, Ind., RR to the Goshen RR.

B-8 From the Grand Forks, N. Dak., RR via the Pembina, N. Dak., RR to the Winnipeg, Ont., Canada, excluding the portion within Canada.

B-9 From the Duluth, Minn., RBN to the Lakehead, Ontario, Canada, RR, excluding the portion within Canada.

B-12 From the McGrath, Alaska, RR to the Galena, Alaska, RR.

B-19 From the Key West, Fla., RR to the Perrine, Fla., RBN.

B-21 From the INT of the SE course of the Andrews, Md., RR and the S course of the Baltimore, Md., RR to the Baltimore RR, excluding the airspace within R-4007. The airspace within R-4003 shall be used only after obtaining prior approval from the appropriate authority.

B-25 From the INT of the SW course of the Hinchinbrook, Alaska, RR and a direct line between the Whittier, Alaska, FM and the Middleton Island, Alaska, RBN via the Hinchinbrook RR; INT of the NE course of the Hinchinbrook RR and the S course of the Gulkana, Alaska, RR; Gulkana RR; to the Big Delta, Alaska, RR. The airspace within R-2208 shall be used only after obtaining prior approval from the appropriate authority.

B-26 From the Anchorage, Alaska, RR via the Talkeetna, Alaska, RBN; Summit, Alaska, RR; INT of the N course of the Summit RR and the SW course of the Fairbanks, Alaska, RR; to the Fairbanks RR, including the additional airspace within 16 miles either side of the airway centerline at and above 24,000 feet MSL from the Anchorage RR to the Fairbanks RR. The airspace within R-2201, R-2203 and R-2207 shall be used only after obtaining prior approval from the appropriate authority.

B-27 From the Kodiak, Alaska, RR via the INT of the W course of the Kodiak RR and the SE course of the King Salmon, Alaska, RR; King Salmon RR; Bethel, Alaska, RR; Nome, Alaska, RR; to the Kotzebue, Alaska, airport.

B-32 From the Anchorage, Alaska, RR via the INT of the NW course of the Anchorage RR and the SE course of the Skwentna, Alaska, RR; Skwentna RR; to the Talkeetna, Alaska, RBN. The airspace within R-2201 shall be used only after obtaining prior approval from appropriate authority.

B-38 From the Five Finger, Alaska, USCG RBN via the Gustavus, Alaska, RR; Haines, Alaska, RBN; to the Whitehorse, Yukon Territory, Canada, RR, excluding the portion within Canada.

B-43 From the INT of the N course of the Summit, Alaska, RR and the SW course of the Fairbanks, Alaska, RR via the INT of the N course of the Summit RR and the SE course of the Nenana, Alaska, RR; Nenana RR; to the Fairbanks RR.

B-48 From the Key West, Fla., RR via the Marathon, Fla., RBN; INT of the 77° bearing from the Marathon RBN and the 153° bearing from the Miami, Fla., RBN; to the Miami RBN.

B-63 From the Laconia, N. H., RBN via the North Conway, N. H., RBN to the Berlin, N. H., RBN.

B-65 From the Shuyak, Alaska, RBN via the INT of the W course of the Homer, Alaska, RR and the SW course of the Kenai, Alaska, RR to the Homer RR.

B-79 From the United States-Canadian border to the Annette Island, Alaska, RR via a direct bearing from the Sandspit, British Columbia, Canada, RR to the Annette Island RR; Petersburg, Alaska, RR; Coghlan Island, Alaska, RBN; Haines, Alaska, RBN; to the United States-Canadian border via a direct bearing from Haines RBN to the Pon Lake, Yukon Territory, Canada, RBN, including the additional airspace within 16 miles either side of the airway centerline at and above 24,000 feet MSL.

B-80 From the INT of the NW course of the Unalakleet, Alaska, RR and the S course of the Moses Point, Alaska, RR to the Moses Point RR.

B-84 From the Augusta, Maine, RR via the Rockland, Maine, RBN; Bar Harbor, Maine, RBN; to the Bangor, Maine, RR.

SUBPART C - LOW ALTITUDE VOR FEDERAL AIRWAYS AND CONTROL AREAS

§ 71.121 Designation.

The airspace areas described in this Subpart are designated as low altitude VOR Federal airways and control areas. Unless otherwise specified, place names appearing in the descriptions indicate VOR or VORTAC facilities identified by those names.

§ 71.123 Domestic low altitude VOR Federal airways.

V-1 From Jacksonville, Fla., via Charleston, S. C.; Myrtle Beach, S C.; Wilmington, N. C.; Kinston, N. C., including a W alternate via INT of Wilmington 352° and Kinston 214° radials; Cofield, N. C.; Norfolk, Va.; Waterloo, Del.; INT of Waterloo 023° and Atlantic City, N. J., 238° radials; Atlantic City; Barnegat, N. J.; INT of Barnegat 043° and Idlewild, N. Y., 159° radials; Idlewild; INT of Idlewild 359° and Trinity, N. Y., 205° radials; Trinity; to Poughkeepsie, N. Y. The airspace below 2,000 feet that lies outside the United States is excluded. The airspace within R-4006 is excluded, and the airspace within R-5002 shall be used only after obtaining prior approval from the appropriate authority.

V-2 From Seattle, Wash., via Ellensburg, Wash., including an S alternate via INT of Seattle 124° and Ellensburg 274° radials; Ephrata, Wash., including an N alternate from Seattle to Ephrata via Wenatchee, Wash.; Spokane, Wash., including an N alternate; Mullan Pass, Idaho, including an N alternate via INT of Spokane 070° and Mullan Pass 291° radials, and also an S alternate via INT of Spokane 125° and Mullan Pass 260° radials; Missoula, Mont.; Drummond, Mont.; Helena, Mont.; INT of Helena 119° and Bozeman, Mont., 338° radials; Bozeman; INT of Bozeman 157° and Livingston, Mont., 261° radials; Livingston; Billings, Mont., including an N alternate from Helena to Billings via INT of Helena 089° and Billings 301° radials, excluding the airspace between the main and this alternate airway; Miles City, Mont.; including an N alternate; Dickinson, N. Dak.; Bismarck, N. Dak., including an N alternate; Jamestown, N. Dak., including an N alternate; Fargo, N. Dak., including an N alternate; Alexandria, Minn., including an N alternate; Minneapolis, Minn.; Nodine, Minn., including an N alternate; Lone Rock, Wis.; INT of Lone Rock 106° and Milwaukee, Wis., 270° radials; Milwaukee; Muskegon, Mich., including an S alternate via INT of Milwaukee 102° and Muskegon 252° radials; Lansing, Mich., including an S alternate via the INT of Grand Rapids, Mich., ILS OM; to Salem, Mich., including an N alternate via the INT of Lansing 091° and Salem 308° radials. From Buffalo, N. Y., via Rochester, N. Y.; Syracuse, N. Y.; including an N alternate via INT of Rochester 064° and Syracuse 283° radials; Utica, N. Y.; Albany, N. Y.; INT of Albany 094° and Gardner, Mass., 284° radials; Gardner, excluding the airspace at and below 1,200 feet above the surface between INT of Albany 094° and Chester, Mass., 318° radials and INT of Gardner 284° and Keene, N. H., 231° radials; to Boston, Mass.

V-3 From Key West, Fla., via INT of Key West 078° and Miami, Fla., 205° radials; INT of Miami 205° and Biscayne Bay, Fla., 262° radials; Biscayne Bay; West Palm Beach, Fla., including an E alternate via INT of Biscayne Bay 021° and West Palm Beach 166° radials; Vero Beach, Fla., including an E alternate via INT of West Palm Beach 358° and Vero Beach 143° radials; Daytona Beach, Fla.; INT of Daytona Beach 344° and Jacksonville, Fla., 159° radials; Jacksonville, including an E alternate via INT of Daytona Beach 360° and Jacksonville 144° radials; Brunswick, Ga., including a W alternate via INT of Jacksonville 354° and Brunswick 238° radials; Savannah, Ga., including an E alternate from Jacksonville to Savannah via INT of Jacksonville 027° and Savannah 180° radials; Vance, S. C.; Florence, S. C.; Pinehurst, N. C.; Raleigh, N. C., including an E alternate from Florence to Raleigh via Fayetteville, N. C., excluding the airspace between the main and this alternate airway; INT of Raleigh 016° and Flat Rock, Va., 214° radials; Flat Rock; Brooke, Va., to INT of Brooke 011° and Herndon, Va., 144° radials. From INT of Baltimore, Md., 224° and Westminster, Md., 179° radials via Westminster; INT of West Chester, Pa., 253° radial with Lancaster, Pa., direct radial to Baltimore, Md.; West Chester; Solberg, N. J.; INT of the Huguenot, N. Y., 144° and Trinity, N. Y., 232° radials; Trinity; Hartford, Conn.; INT of Hartford 044° radial with Gardner, Mass., direct radial to Providence, R. I.; Boston, Mass.; Kennebunk, Maine; Augusta, Maine; Bangor, Maine; INT of Bangor 039° and Houlton, Maine, 203° radials; Houlton; to Presque Isle, Maine. The airspace within R-6608 and W-497A shall be used only after obtaining prior approval from the appropriate authority.

V-4 From Neah Bay, Wash., RBN via Port Angeles, Wash.; INT of Port Angeles 090° and Seattle, Wash., 322° radials; Seattle; Yakima, Wash., including an S alternate from Seattle to Yakima via INT of Seattle 163° and Olympia, Wash., 084° radials, excluding the airspace between the main and this alternate airway; INT of Olympia 084° and Seattle 124° radials; Pendleton, Oreg.; Baker, Oreg., Boise, Idaho; INT of Boise 130° and Burley, Idaho, 292° radials; Burley; Malad City, Idaho; Rock Springs, Wyo., including an S alternate via Fort Bridger, Wyo.; Cherokee, Wyo., including an N alternate via INT of Rock Springs 053° and Cherokee 286° radials; Laramie, Wyo.; Denver, Colo., including an N alternate from Laramie to Denver via Gill, Colo.; Thurman, Colo.; Goodland, Kans., including an N alternate via INT of Thurman 085° and Goodland 304° radials; Hill City, Kans., including an N alternate; Russell, Kans.; Salina, Kans.; Topeka, Kans., including an S alternate via INT of Salina 095° and Topeka 236° radials; Kansas City, Mo., including an N alternate and also an S alternate via INT of Topeka 099° and Kansas City 231° radials; Marshall, Mo.; Hallsville, Mo., including an N alternate from Kansas City to Hallsville via INT of Kansas City 076° and Hallsville 292° radials; St. Louis, Mo., including an N alternate; Troy, Ill.; Centralia, Ill.; Evansville, Ind., including an S alternate; INT of Evansville 080° and Louisville, Ky., 269° radials; Louisville, including an N alternate from Evansville to Louisville; Lexington, Ky., including an N alternate via INT of Louisville 081° and Lexington 303° radials and also an S alternate via INT of Louisville 113° and Lexington 251° radials; Newcombe, Ky.; Charleston, W. Va.; Elkins, W. Va., including an S alternate via INT of Charleston 083° and Elkins 228° radials; Kessel, W. Va.; Front Royal, Va.; Herndon, Va.; to INT of Herndon 144° and Washington, D. C., 189° radials. The airspace within R-6705 is excluded.

V-5 From Jacksonville, Fla., via INT of Jacksonville 319° and Alma, Ga., 148° radials; Alma, including a W alternate; Macon, Ga.; McDonough, Ga., including an E alternate from Jacksonville to McDonough via INT of Jacksonville 334° and Dublin, Ga., 137° radials; Dublin, and INT of Dublin 330° and McDonough 119° radials, excluding the airspace between the main and this alternate airway; Chattanooga, Tenn., including an E alternate via INT of McDonough 345° and Chattanooga 118° radials; Nashville, Tenn., including an E alternate via INT of Chattanooga 333° and Nashville 117° radials; Bowling Green, Ky.; New Hope, Ky., including an E alternate from Nashville to New Hope via INT of Nashville 029° and New Hope 202° radials; Louisville, Ky.; Cincinnati, Ohio; INT of Cincinnati 045° and Appleton, Ohio, 244° radials; Appleton; Mansfield, Ohio; Cleveland, Ohio; to London, Ont., Canada. The airspace within Canada is excluded.

V-6 From INT of Oakland, Calif., 221° and Point Reyes, Calif., 161° radials via Oakland; INT of Oakland 039° and Sacramento, Calif., 212° radials; Sacramento, including an S alternate via INT of Oakland 077° and Sacramento 192° radials; Lake Tahoe, Calif.; Reno, Nev., including an N alternate from Sacramento to Reno via INT of Sacramento 038° and Reno 257° radials; Lovelock, Nev., including an S alternate from Reno to Lovelock via Hazen, Nev.; Battle Mountain, Nev., including an N alternate via INT of Lovelock 053° and Battle Mountain 264° radials; INT of Battle Mountain 062° and Wells, Nev., 256° radials; Wells; Lucin, Utah; Ogden, Utah; Fort Bridger, Wyo., including an N alternate via INT of Ogden 052° and Fort Bridger 278° radials; Rock Springs, Wyo., including an N alternate via INT of Fort Bridger 064° and Rock Springs 284° radials; Cherokee, Wyo., including an N alternate via INT of Rock Springs 053° and Cherokee 286° radials; Medicine Bow, Wyo., including an N alternate; INT of Medicine Bow, 108° and Sidney, Nebr., 292° radials; Sidney; North Platte, Nebr., including an N alternate; Grand Island, Nebr., including an N alternate via INT of North Platte 073° and Grand Island 288° radials; Omaha, Nebr.; Des Moines, Iowa, including an S alternate; Iowa City, Iowa, including an S alternate via INT of Des Moines 112° and Iowa City 252° radials; Cordova, Ill.; Naperville, Ill.; South Bend, Ind.; INT of South Bend 002° and Waterville, Ohio, 288° radials; Waterville; Cleveland, Ohio; Youngstown, Ohio; Clarion, Pa.; Philipsburg, Pa.; Selinsgrove, Pa.; INT of Selinsgrove 083° and Tower City, Pa., 040° radials; Allentown, Pa.; Solberg, N. J.; INT of Solberg 094° and Idlewild, N. Y., 258° radials; to Idlewild. The airspace within R-4803 is excluded.

V-7 From Miami, Fla., via Fort Meyers, Fla.; Lakeland, Fla.; Cross City, Fla.; INT of Cross City 316° and Tallahassee, Fla., 132° radials; Tallahassee; Dothan, Ala., including a W alternate from Cross City to Dothan via INT of Cross City 287° and Marianna, Fla., 141° radials and Marianna, excluding the airspace between the main and this alternate airway; INT of Dothan 336° and Montgomery, Ala., 130° radials; Montgomery; INT of Montgomery 308° and Birmingham, Ala., 180° radials; Birmingham; Muscle Shoals, Ala.; Graham, Tenn., including an E alternate from Birmingham to Graham via INT of Huntsville, Ala., 264° and Graham 158° radials; Nashville, Tenn.; Central City, Ky.; Evansville, Ind.; Lewis, Ind.; Terre Haute, Ind., including a W alternate via INT of Evansville 001° and Terre Haute 215° radials; Westpoint, Ind.; Lafayette, Ind.; Chicago Heights, Ill.; INT of Chicago Heights 358° and Milwaukee, Wis., 137° radials; Milwaukee, including an E alternate via INT of Chicago Heights 013° and Milwaukee 137° radials; to Green Bay, Wis. The airspace below 2,000 feet MSL that lies outside the United States is excluded.

V-8 From INT of Long Beach, Calif., 266° and Los Angeles, Calif., 236° radials via Long Beach; Ontario, Calif.; Hector, Calif.; Goffs, Calif.; INT of Goffs 030° and Mormon Mesa, Nev., 200° radials; Mormon Mesa, including an N alternate from Long Beach to Mormon Mesa via INT of Long Beach 024° and Los Angeles 061° and Daggett, Calif., 234° radials; Daggett; Las Vegas, Nev.; Bryce Canyon, Utah; Hanksville, Utah, including an S alternate; Grand Junction, Colo.; including an S alternate; to Kremmling, Colo., including an S alternate. From INT of Denver, Colo., 277° and Gill, Colo., 222° radials via Denver; Akron, Colo., including an S alternate via INT of Denver 101° and Akron 238° radials; Hayes Center, Nebr., including an N alternate via INT of Akron direct radial to North Platte, Nebr., with Hayes Center 276° radial and also an S alternate via INT of Akron 094° radial with Hayes Center direct radial to Thurman, Colo.; Grand Island, Nebr., including an N alternate via INT of Hayes Center 059° radial with Grand Island direct radial to North Platte and also an S alternate; Omaha, Nebr.; Des Moines, Iowa, including an S alternate; Iowa City, Iowa, including an S alternate via INT of Des Moines 112° and Iowa City 252° radials; Cordova, Ill.; Naperville, Ill.; INT of Naperville 090° and Chicago Heights, Ill., 342° radials; Chicago Heights; Goshen, Ind.; Findlay, Ohio; Mansfield, Ohio; Briggs, Ohio; INT of Briggs direct radial to Wheeling, W. Va., with Imperial, Pa., direct radial to Tiverton, Ohio; Pittsburgh, Pa.; Indian Head, Pa.; Martinsburg, W. Va.; INT of Martinsburg 119° and Washington, D. C., 321° radials; to Washington, including an S alternate from Martinsburg to Washington via INT of Martinsburg 168° and Linden, Va., 095° radials and INT of Linden 095° and Washington 245° radials.

V-9 From New Orleans, La., via McComb, Miss., including a W alternate via INT of New Orleans 326° and McComb 199° radials and also an E alternate from New Orleans to McComb via Picayune, Miss.; Jackson, Miss., including an E alternate via INT of McComb 021° and Jackson 140° radials and also a W alternate via INT of McComb 348° and Jackson 224° radials; Greenwood, Miss., including an E alternate via INT of Jackson 032° and Greenwood 159° radials and also a W alternate via INT of Jackson 328° and Greenwood 193° radials; Memphis, Tenn., including an E alternate via INT of Greenwood 027° and Memphis 168° radials and also a W alternate; INT Memphis 345° and Blytheville AFB, Ark., 186° radials; Blytheville AFB, including a W alternate from Memphis to to Blytheville AFB, via INT of Memphis 322° and Blytheville AFB, 201° radials; Malden, Mo.; Farmington, Mo., including a W alternate; St. Louis, Mo., including a W alternate; Springfield, Ill., including a W alternate; Pontiac, Ill.; Joliet, Ill.; Naperville, Ill.; INT of Naperville 317° and Milwaukee, Wis., 198° radials; Milwaukee; Oshkosh, Wis.; to Green Bay, Wis.

V-10 From Pueblo, Colo., via Lamar, Colo.; Garden City, Kans., including an N alternate via INT of Lamar 076° and Garden City 296° radials; Dodge City, Kans.; Hutchinson, Kans., including an S alternate via INT of Dodge City 099° radial with Hutchinson direct radial to Liberal, Kans., and also an N alternate via INT of Dodge City 060° and Hutchinson 296° radials, excluding the airspace between the main and this alternate airway; Emporia, Kans.; Kansas City, Mo.; Kirksville, Mo.; Burlington, Iowa, including an S alternate; Bradford, Ill., including an N alternate; INT of Bradford 050° and Naperville, Ill., 254° radials; Naperville; South Bend, Ind., including an N alternate from Naperville to South Bend via INT of Naperville 075° and South Bend 290° radials; Litchfield, Mich.; INT of Litchfield 107° and Carleton, Mich., 247° radials; Carleton; INT of Jefferson, Ohio, 279° and Youngstown, Ohio, 320° radials; to Youngstown.

V-11 From Memphis, Tenn., via INT of Memphis 322° and Blytheville AFB, Ark., 201° radials; INT of Blytheville AFB 201° and Dyersburg, Tenn., 235° radials; Dyersburg; Paducah, Ky., including an E alternate from Memphis to Paducah via INT of Memphis 066° and Holly Springs, Miss., 028° radials; INT of Holly Springs, 028° and Paducah 179° radials; INT of Paducah 039° and Evansville, Ind., 227° radials; Evansville; Scotland, Ind., including an E alternate via INT of Evansville 049° and Scotland 188° radials; Indianapolis, Ind., including an E alternate via INT of Scotland 047° and Indianapolis 185° radials, and also a W alternate via INT of Scotland 011° and Indianapolis 230° radials; Fort Wayne, Ind., including an E alternate via INT of Indianapolis 069° and Shelbyville, Ind., 006° radials, and INT of Shelbyville 006° radial with Indianapolis direct radial to Fort Wayne and also a W alternate via INT of Indianapolis 022° and Fort Wayne 233° radials; to Salem, Mich.

V-12 From Santa Barbara, Calif., via INT of Santa Barbara 091° and Fillmore, Calif., 310° radials; Fillmore; Palmdale, Calif.; Hector, Calif.; Needles, Calif.; including an N alternate from Hector to Needles via Goffs, Calif.; INT of Needles 077° and Drake, Ariz., 274° radials; Drake; Winslow, Ariz.; including an S alternate from Needles to Winslow via Prescott, Ariz., and INT of Prescott 095° and Winslow 248° radials, excluding the airspace between the main and this alternate airway; Zuni, N. Mex.; including an S alternate via INT of Winslow 109° and Zuni 252° radials; Grants, N. Mex.; including an S alternate via Zuni 108° and Grants 252° radials; Albuquerque, N. Mex.; Otto, N. Mex.; Anton Chico, N. Mex., including an S alternate from Albuquerque to Anton Chico via INT of Albuquerque 103° and Anton Chico 249° radials; Tucumcari, N. Mex., including an N alternate via INT of Anton Chico 067° and Tucumcari 291° radials; Amarillo, Tex., including an N alternate and also an S alternate via INT of Texico, N. Mex., 021° and Amarillo 252° radials; Gage, Okla., including an N alternate; Anthony, Kans.; Wichita, Kans., including an N alternate from Gage to Wichita via INT of Gage direct radial to Hutchinson, Kans., with Anthony, direct radial to Dodge City, Kans., and also an S alternate from Anthony to Wichita via INT of Anthony 060° and Wichita 190° radials; Emporia, Kans., including an N alternate via INT of Wichita direct radial to INT of Hutchinson 062° and Topeka, Kans., 236° radials with Emporia direct radial to Hutchinson; INT of Topeka 099° radial with Emporia direct radial to Kansas City, Mo.; INT of Topeka 099° and Blue Springs, Mo., 268° radials; Blue Springs; Blackwater, Mo.; Readsville, Mo.; Maryland Heights, Mo., including an S alternate; Troy, Ill.; Bible Grove, Ill.; Lewis, Ind.; Shelbyville, Ind., including an S alternate via INT of Lewis 087° and Shelbyville 235° radials; Richmond, Ind.; Dayton, Ohio; Appleton, Ohio, including an N alternate from Dayton to Appleton via INT of Dayton 068° and Rosewood, Ohio, 083° radials and also an S alternate via INT of Dayton 099° and Appleton 244° radials; Newcomerstown, Ohio; Wheeling, W. Va.; Pittsburgh, Pa.; Johnstown, Pa., including an S alternate via INT of Pittsburgh 120° and Johnstown 250° radials; Harrisburg, Pa., including an S alternate from Johnstown to Harrisburg via St. Thomas, Pa.; West Chester, Pa.; to INT of West Chester direct radial to Coyle, N. J., and Woodstown, N. J., 043° radial.

V-13 From Houston, Tex., via Lufkin, Tex., including an E alternate via INT of Houston 044° and Lufkin 177° radials and also a W alternate via INT of Houston 353° and Lufkin 223° radials; Shreveport, La., including an E and a W alternate; Texarkana, Ark., including a W alternate via INT of Shreveport 275° and Texarkana 184° radials; Page, Okla.; Fort Smith, Ark., including a W alternate via INT of Page 007° and Fort Smith 222° radials; Fayetteville, Ark.; Neosho, Mo.; Butler, Mo., including a W alternate; Kansas City, Mo., including an E alternate via INT of Butler 013° and Kansas City 157° radials; Lamoni, Iowa, including an E alternate via INT of Kansas City 035° and Lamoni 174° radials; Des Moines, Iowa, including an E and a W alternate; Mason City, Iowa, including an E alternate and also a W alternate from Des Moines to Mason City via Fort Dodge, Iowa, excluding the airspace between the main and this W alternate; Farmington, Minn.; Grantsburg, Wis., including a W alternate from Mason City to Grantsburg via INT of Mason City 349° and Minneapolis, Minn., 188° radials and Minneapolis, excluding the airspace between the main and this alternate airway; Duluth, Minn.; to Lakehead, Ontario, Canada. The airspace that lies outside the United States and the airspace at and below 1,200 feet above the surface between Duluth and Lakehead is excluded. The airspace within R-2401 is excluded from the W alternate. The airspace of the main airway that lies within R-2401 shall be used only after obtaining prior approval from the appropriate authority.

V-14 From Roswell, N. Mex., via Lubbock, Tex.; Childress, Tex., including an S alternate via INT of Lubbock 086° and Childress 229° radials; Hobart, Okla.; Oklahoma City, Okla., including an S alternate via INT of Hobart, 076° and Oklahoma City, 202° radials; Tulsa, Okla., including an N alternate via INT of Oklahoma City 040° and Tulsa 262° radials, and also an S alternate via INT of Oklahoma City 107° and Tulsa 228° radials; Neosho, Mo., including an N alternate and also an S alternate via INT of Tulsa 088° and Neosho 223° radials; Springfield, Mo., including an N alternate via INT of Neosho 044° and Springfield 261° radials and also an S alternate via INT of Neosho 074° radial with Springfield direct radial to Fayetteville, Ark.; Vichy, Mo., including an N alternate; St. Louis, Mo., including an N alternate and also an S alternate via INT of Vichy 069° and St. Louis 219° radials; Vandalia, Ill., including an N alternate via INT of St. Louis 062° and Vandalia 273° radials; Terre Haute, Ind.; Indianapolis, Ind., including an N alternate and an S alternate via INT of Terre Haute 079° and Indianapolis 230° radials; INT of Indianapolis 054° and Findlay, Ohio, 249° radials; Findlay; Attica, Ohio; Cleveland, Ohio; Jefferson, Ohio; Erie, Pa., including an N alternate from Cleveland to Erie, via INT of Cleveland 049° radial and Carleton, Mich., direct radial to Jefferson; Dunkirk, N. Y.; Buffalo, N. Y., including an N alternate from Erie to Buffalo via INT of Erie 043° and Buffalo 242° radials; Geneseo, N. Y.; Georgetown, N. Y.; INT of Georgetown 093° and Albany, N. Y., 270° radials; Albany; INT of Albany 094° and Gardner, Mass.; 284° radials; Gardner, excluding the airspace at and below 1,200 feet above the surface between INT of Albany 094° and Chester, Mass., 318° radials and INT of Gardner 284° and Keene, N. H., 231° radials; to INT of Gardner 132° and Boston, Mass., 223° radials.

V-15 From Galveston, Tex., via Houston, Tex.; College Station, Tex., including a W alternate from Houston to College Station via INT of Houston 290° and College Station 152° radials; Waco, Tex., including a W alternate via INT of College Station 307° and Waco 173° radials; Dallas, Tex., including an E alternate and also a W alternate from Waco, to Waxie INT via INT of Waco 353° and Britton, Tex., 264° radials; Britton; INT of Britton 091° and Dallas 202° radials; Ardmore, Okla., including a W alternate via INT of Dallas 324° and Ardmore 176° radials; Okmulgee, Okla., including an E alternate and also a W alternate via INT of Oklahoma City, Okla., 107° and Tulsa, Okla., 228° radials; INT of Tulsa 088° and Neosho, Mo., 223° radials; to Neosho. From Kansas City, Mo., via St. Joseph, Mo., including an E alternate via INT of Kansas City 020° and St. Joseph 132° radials; INT of St. Joseph 343° and Neola, Iowa, 157° radials; Neola, including an E alternate via INT of St. Joseph 358° and Neola 142° radials; INT of Neola 322° and Sioux City, Iowa, 160° radials; Sioux City; INT of Sioux City 340° and Sioux Falls, S. Dak., 169° radials; Sioux Falls, including an E alternate; Huron, S. Dak., including a W alternate via INT of Sioux Falls 288° and Huron 140° radials; Aberdeen, S. Dak., including a W alternate; Bismarck, N. Dak., including a W alternate; to Minot, N. Dak., including a W alternate via INT of Bismarck 333° and Minot 197° radials. The airspace within R-6310 shall be used only after obtaining prior approval from the appropriate authority.

V-16 From Los Angeles, Calif., via Ontario, Calif.; INT of Ontario 091° and Blythe, Calif., 288° radials; Blythe; Buckeye, Ariz., including an N alternate via INT of Blythe 079° and Buckeye 291° radials; Phoenix, Ariz.; INT of Phoenix 161° radial with Casa Grande, Ariz., direct radial to San Simon, Ariz.; Tucson, Ariz.; Cochise, Ariz.; including an S alternate via INT of Tucson 121° and Cochise 257° radials; Columbus, N. Mex.; El Paso, Tex., including an N alternate; Salt Flat, Tex.; Wink, Tex., including an N alternate; INT of Wink 066° and Big Spring, Tex., 260° radials; Big Spring, including an S alternate from Wink to Big Spring via Midland, Tex.; Abilene, Tex., including an S alternate; Mineral Wells, Tex., including an N alternate and also an S alternate via INT of Abilene 096° and Mineral Wells 247° radials; INT of Mineral Wells 078° and Dallas, Tex., 252° radials; Dallas, including an S alternate via INT of Mineral Wells 094° and Dallas 229° radials; Sulphur Springs, Tex., including an N alternate from Mineral Wells to Sulphur Springs via INT of Mineral Wells 062° and Sulphur Springs 275° radials; Texarkana, Ark., including an N alternate via INT of Sulphur Springs 060° and Texarkana 272° radials, and also an S alternate via INT of Sulphur Springs 090° with Quitman, Tex., direct radial to Texarkana; Pine Bluff, Ark., including an S alternate via INT of Texarkana 090° and Pine Bluff 233° radials; INT of Pine Bluff 067° and Memphis, Tenn., 241° radials; Memphis, including an N alternate via INT of Pine Bluff 052° and Memphis 276° radials and also an S alternate via INT of Pine Bluff 082° and Memphis 225° radials; Jacks Creek, Tenn.; Graham, Tenn., including an S alternate from Memphis to Graham via INT of Memphis 081° and Graham 238° radials; Nashville, Tenn., including an N alternate via INT of Jacks Creek, 044° and Nashville 284° radials; Crossville, Tenn., including an S alternate, and also an N alternate via INT of Nashville 079° and Crossville 298° radials; Knoxville, Tenn., including an S alternate via INT of Crossville 100° and Knoxville 247° radials; Holston Mountain, Tenn., including an S alternate via INT of Knoxville 090° and Holston Mountain 235° radials; Pulaski, Va., including an N alternate from Knoxville to Pulaski via INT of Knoxville 050° and Blackford, Va., 246° radials and Blackford, excluding the airspace between the main and this alternate airway; Roanoke, Va.; INT of Montebello, Va., 180° and Gordonsville, Va., 247° radials; including an N alternate from Roanoke to Gordonsville via INT of Roanoke 035° radial with Montebello direct radial to Clifdale, Va., and Montebello; Nottingham, Md.; Kenton, Del.; Millville, N. J.; Coyle, N. J.; INT of Coyle 057° and Riverhead, N. Y., 218° radials; Riverhead; Norwich, Conn.; to Boston, Mass. The airspace within Mexico is excluded.

V-17 From Laredo, Tex., via Cotulla, Tex.; INT of Cotulla 041° and San Antonio, Tex., 183° radials; San Antonio; Austin, Tex., including a W alternate via INT of San Antonio 002° and Austin 237° radials and also an E alternate via INT of San Antonio 057° and Austin 198° radials; Waco, Tex., including an E alternate via INT of Austin 046° and Waco 173° radials; INT of Waco 315° and Mineral Wells, Tex., 197° radials; Mineral Wells; INT of Mineral Wells 355° and Bridgeport, Tex., 224° radials; Bridgeport; Oklahoma City, Okla.; Gage, Okla., including a W alternate via INT of Oklahoma City 282° and Gage 133° radials; Garden City, Kans., including a W alternate from Gage to Garden City via Liberal, Kans.; to Goodland, Kans., including a W alternate.

V-18 From Dallas, Tex., via Quitman, Tex.; Shreveport, La., including an S alternate via INT of Quitman 109° and Shreveport 246° radials; Monroe, La., including an N alternate and also an S alternate via INT of Shreveport 117° and Monroe 268° radials; Jackson, Miss., including an N alternate via INT of Monroe 072° and Jackson 291° radials and also an S alternate via INT of Monroe 110° and Jackson 248° radials; Meridian, Miss., including an N alternate via INT of Jackson 070° and Meridian 299° radials and also an S alternate via INT of Jackson 140° and Meridian 259° radials; INT of Meridian 057° and Birmingham, Ala., ILS localizer SW course; INT of Birmingham ILS localizer SW course and Anniston, Ala., 265° radial; Anniston, including an N alternate from Meridian to Anniston via INT of Meridian 040° and Tuscaloosa, Ala., 239° radials, Tuscaloosa and Birmingham; INT of Anniston 099° and Atlanta, 267° radials, Atlanta, McDonough, Ga.; INT of McDonough 088° and Augusta, Ga., 263° radials; Augusta, including an N alternate from Anniston to Augusta via INT of Anniston 084° and Atlanta airport ILS localizer W course; Atlanta ILS localizer; and INT of Atlanta ILS localizer E course and Augusta 278° radial, excluding the airspace between the main and this alternate airway; INT of Augusta 157° and Allendale, S. C., 262° radials; Allendale; to Charleston, S. C., including an S alternate via INT of Allendale 117° and Charleston 262° radials.

V-19 From Newman, Texas, to INT of Newman 287° and Truth or Consequences, N. Mex., 159° radials, thence 14-mile wide airway via Truth or Consequences 159° radial for a distance of 34 nautical miles, thence via Truth or Consequences; INT of Truth or Consequences 028° and Socorro, N. Mex., 189° radials; Socorro; INT of Socorro 015° and Albuquerque, N. Mex., 160° radials; Albuquerque, including a W alternate via INT of Socorro 333° and Albuquerque 210° radials; Santa Fe, N. Mex., including a W alternate via Albuquerque 026° and Santa Fe 253° radials; Las Vegas, N. Mex., Cimarron, N. Mex.; Pueblo, Colo., including an E alternate via INT of Cimarron 053° and Pueblo 176° radials; Kiowa, Colo., including an E alternate; INT of Kiowa 005° and Denver, Colo., 101° radials; Denver; Cheyenne, Wyo.; Douglas, Wyo., including an E alternate; Casper, Wyo., including an E alternate; Crazy Woman, Wyo., including an E alternate via INT of Casper 007° and Crazy Woman 146° radials; Sheridan, Wyo., including an E alternate; Billings, Mont., including an E alternate; INT of Billings 347° and Lewistown, Mont., 104° radials; Lewistown; to Great Falls, Mont., including a W alternate via INT of Lewistown 274° and Great Falls 122° radials.

V-20 From Laredo, Tex., via Alice, Tex.; Corpus Christi, Tex.; INT of Corpus Christi 054° and Palacios, Tex., 226° radials; Palacios, including an N alternate via INT of Corpus Christi 039° and Palacios 241° radials; Houston, Tex., including an N alternate via INT of Palacios 016° and Houston 255° radials; Beaumont, Tex., including an N alternate via INT of Houston 044° and Beaumont 273° radials; Lake Charles, La., including an N alternate via INT of Beaumont 058° and Lake Charles 273° radials and also an S alternate from Houston to Lake Charles via INT of Houston 090° and Sabine Pass, Tex., 265° radials, and Sabine Pass; Lafayette, La., including an N alternate via INT of Lake Charles 058° and Lafayette 287° radials and also an S alternate via INT of Lake Charles 119° and Lafayette 255° radials; New Orleans, La., including an S alternate via Tibby, La.; INT of New Orleans 070° and Gulfport, Miss., 247° radials; Gulfport; Mobile, Ala., including an N alternate from New Orleans to Mobile via Picayune, Miss., excluding the airspace between the main and this alternate airway; INT of Mobile 044° and Evergreen, Ala., 231° radials; Evergreen, including an N alternate via INT of Mobile 005° with Evergreen direct radial to Picayune and also an S alternate from Mobile to Evergreen via INT of Mobile 059° and Evergreen 216° radials; Montgomery, Ala.; La Grange, Ga.; Atlanta, Ga., including an N alternate from Montgomery to Atlanta via Montgomery 028° and Atlanta 248° radials; Royston, Ga.; Spartanburg, S. C. including an N alternate from Atlanta to Spartanburg, via Norcross, Ga., and INT of Norcross 054° and Spartanburg 249° radials, excluding the airspace between the main and this alternate; Greensboro, N. C.; South Boston, Va.; Richmond, Va., including an N alternate via INT of South Boston 042° and Flat Rock, Va., 234° radials, and Flat Rock; to INT of Richmond 039° and Brooke, Va., 131° radials.

V-21 From INT of Long Beach, Calif., 250° and Los Angeles, Calif., 207° radials via Long Beach; Ontario, Calif.; to Hector, Calif. From INT of Las Vegas, Nev., 210° and Goffs, Calif., 323° radials via Las Vegas; Mormon Mesa, Nev., including an E alternate via INT of Las Vegas 081° radial with Needles, Calif., direct radial to Mormon Mesa; Milford, Utah, including a W alternate and also an E alternate via INT of Mormon Mesa 059° and Milford 191° radials; Delta, Utah, including a W alternate; Provo, Utah, including a W alternate via INT of Delta 004° and Provo 219° radials; Salt Lake City, Utah; Ogden, Utah; Malad City, Idaho; Pocatello, Idaho; Idaho Falls, Idaho; Dubois, Idaho, including an E alternate via INT of Idaho Falls 030° and Dubois 155° radials; Dillon, Mont.; Whitehall, Mont.; Helena, Mont.; INT of Helena 352° and Great Falls, Mont., 222° radials; Great Falls; Cut Bank, Mont., including an E alternate and also a W alternate from Helena to Cut Bank direct; to United States-Canadian Border via Cut Bank 348° radial.

V-22 From Houston, Tex., via INT of Houston 090° and Sabine Pass, Tex., 265° radials; Sabine Pass; Tibby, La.; New Orleans, La.; INT of New Orleans 085° and Brookley, Ala., 240° radials; Brookley; Pensacola (Saufley Field), Fla.; Crestview, Fla.; Marianna, Fla.; INT of Marianna, 141° and Tallahassee, Fla., 267° radials; Tallahassee; Taylor, Fla., including an N alternate from Marianna to INT of Tallahassee 090° and Valdosta, Ga., 235° radials via INT of Marianna 093° and Albany, Ga., 152° radials, excluding the airsapce between the main and this alternate airway; Jacksonville, Fla., including an N alternate from Taylor to Jacksonville via INT of Taylor 065° and Jacksonville 289° radials. The airspace within R-2915 is excluded.

V-23 From San Diego, Calif., via Oceanside, Calif.; INT of Long Beach, Calif., 135° and Santa Catalina, Calif., 075° radials; thence 6-mile wide airway via Long Beach; INT of Long Beach 287° and Los Angeles, Calif., 139° radials; Los Angeles; INT of Los Angeles, 355° and Lake Hughes, Calif., 158° radials; Lake Hughes; INT of Lake Hughes 339° and Bakersfield, Calif., 149° radials; Bakersfield; Fresno, Calif., including an E alternate; INT of Fresno 322° and Linden, Calif., 140° radials; Linden; Sacramento, Calif., including a W alternate from Fresno to Sacramento via INT of Fresno 258° and Los Banos, Calif., 086° radials, Los Banos, and Stockton, Calif.; INT of Sacramento 346° and Red Bluff, Calif., 158° radials; Red Bluff; Fort Jones, Calif.; Medford, Oreg., including an E alternate via INT of Fort Jones 042° and Medford 157° radials; Eugene, Oreg., including an E alternate and also a W alternate via INT of Medford 335° and Eugene 187° radials; Portland, Oreg., including an E alternate and also a W alternate from Eugene to Portland via INT of Eugene 346° and Newberg, Oreg., 204° radials, and Newberg; INT of Portland 353° and Seattle, Wash., 197° radials; Seattle; INT of Seattle 359° and Bellingham, Wash., 169° radials; Bellingham, to United States-Canadian Border via Bellingham direct radial to Vancouver, British Columbia, Canada. The airspace below 2,000 feet MSL outside the United States, and the airspace within R-2528 is excluded. The airspace within R-5703 and R-6703 shall be used only after obtaining prior approval from appropriate authority.

V-24 From Aberdeen, S. Dak., via Watertown, S. Dak., including an N alternate; Redwood Falls, Minn., including an N alternate via INT of Watertown 086° and Redwood Falls 305° radials; Rochester, Minn.; to Lone Rock, Wis., including an S alternate from Rochester to Lone Rock via Waukon, Iowa.

V-25 From San Diego, Calif., via Los Angeles, Calif., including an E alternate from INT of Los Angeles 139° and Long Beach, Calif., 186° radials to the INT of Long Beach 287° and Los Angeles 139° radials via Long Beach; INT of Los Angeles 257° and Ventura, Calif., 155° radials; Ventura; INT of Ventura 331° and Santa Barbara, Calif., 109° radials; Santa Barbara; Paso Robles, Calif., including a W alternate from Santa Barbara to Paso Robles via Gaviota, Calif., and San Luis Obispo, Calif.; INT of Paso Robles 317° and Salinas, Calif., 147° radials; Salinas including an E alternate from Paso Robles to Salinas via INT of Paso Robles 332° and Salinas 131° radials; INT of Salinas 310° and Woodside, Calif., 158° radials; Woodside; San Francisco, Calif.; INT of San Francisco 304° and Point Reyes, Calif., 161° radials; Point Reyes; INT of Point Reyes 352° and Ukiah, Calif., 147° radials; Red Bluff, Calif.; INT of Red Bluff 015° and Klamath Falls, Oreg., 181° radials; Klamath Falls; Redmond, Oreg.; The Dalles, Oreg.; Yakima, Wash., including an E alternate via INT of The Dalles 032° and Yakima 183° radials; INT of Yakima 304° and Ellensburg, Wash., 191° radials; Ellensburg; to Wenatchee, Wash. The airspace below 2,000 feet outside the United States is excluded. The airspace within R-2504, R-2511, R-2520, R-6714 and W-289 is excluded. The airspace within R-2519 more than 3 miles west of the airway centerline, and the airspace within R-2519 below 5,000 feet MSL is excluded. The airspace within R-2527 and the remaining airspace within R-2519 shall be used only after obtaining prior approval from the appropriate authority.

V-26 From Myton, Utah, via Cherokee, Wyo.; Casper, Wyo.; Rapid City, S. Dak.; Philip, S. Dak., including an N alternate via INT of Rapid City 049° and Philip 282° radials; Pierre, S. Dak., including an S alternate; Huron, S. Dak., including an S alternate via Pierre 106° and Huron 254° radials; Redwood Falls, Minn., including an S alternate; Farmington, Minn.; Eau Claire, Wis.; Wausau, Wis., including an S alternate; Green Bay, Wis., including an S alternate via INT of Wausau 121° and Green Bay 269° radials; INT of Green Bay 116° and White Cloud, Mich., 302° radials; White Cloud; Lansing, Mich.; Salem, Mich.; INT of Carleton, Mich., direct radial to Jefferson, Ohio, and Cleveland, Ohio, direct radial to Windsor, Ont., Canada; INT of Cleveland 214° and Tiverton, Ohio, 343° radials; to Tiverton. The airspace within Canada is excluded.

V-27 From Los Angeles, Calif., via INT of Los Angeles 257° and Ventura, Calif., 155° radials; Ventura; INT of Ventura 331° and Fillmore, Calif., 268° radials; INT of Fillmore 268° and Gaviota, Calif., 143° radials; Gaviota; San Luis Obispo, Calif.; INT of San Luis Obispo 308° and Big Sur, Calif., 157° radials; Big Sur; INT of Big Sur 325° and Point Reyes, Calif., 161° radials; Point Reyes; INT of Point Reyes 352° and Ukiah, Calif., 147° radials; Ukiah; Fortuna, Calif.; Crescent City, Calif.; North Bend, Oreg.; Newport, Oreg.; Hoquiam, Wash.; to Seattle, Wash. The airspace within R-2513, R-2516, R-2520 and W-289, the airspace below 5,000 feet MSL within W-283, the airspace within R-2519 more than 3 miles west of the airway centerline, and the airspace within R-2519 below 5,000 feet MSL, is excluded. The airspace within R-2527, R-6711 and the remaining airspace within R-2519 shall be used only after obtaining prior approval from the appropriate authority.

V-28 From Oakland, Calif., via INT of Oakland 077° and Linden, Calif., 246° radials; Linden; INT of Linden 046° and Reno, Nev., 208° radials; to Reno.

V-29 From Snow Hill, Md., via Salisbury, Md.; INT of Salisbury 340° and Kenton, Del., 217° radials; Kenton; New Castle, Del.; West Chester, Pa.; Pottstown, Pa.; Allentown, Pa.; Scranton, Pa.; Binghampton, N. Y.; Syracuse, N. Y.; Watertown, N. Y.; INT of Watertown 033° and Massena, N. Y., 241° radials; to Massena. The airspace within R-4006 is excluded.

V-30 From Milwaukee, Wis., via INT of Milwaukee 102° and Pullman, Mich., 303° radials; Pullman, including an S alternate via INT of Milwaukee 121° and Pullman 282° radials; Waterville, Ohio; Attica, Ohio; Akron, Ohio; INT of Akron 092° and Clarion, Pa., 265° radials; Clarion; Philipsburg, Pa.; Selinsgrove, Pa.; East Texas, Pa.; Colts Neck, N. J.; INT of Colts Neck 089° and Idlewild, N. Y., 195° radials; Idlewild; thence via Idlewild 083° radial for 45 nautical miles; thence 13-mile wide airway to INT of Idlewild 083° and Hampton, N. Y., 223° radials; thence to Hampton. The airspace below 2,000 feet MSL outside the United States, and below 3,000 feet MSL south of a line extending from Lat. 40° 40' 00"N, Long. 72° 30' 00"W, to Lat. 40° 38' 20"N, Long. 72° 38' 35"W is excluded.

V-31 From INT of Patuxent River, Md., 036° and Nottingham, Md., 128° radials; to Nottingham. From Baltimore, Md., via Harrisburg, Pa.; Selinsgrove, Pa.; Williamsport, Pa.; Elmira, N. Y., including a W alternate from Selinsgrove to Elmira via INT of Selinsgrove 342° and Elmira 187° radials; INT of Elmira 357° and Rochester, N. Y., 125° radials; to Rochester. The airspace within R-4006 and R-4007 is excluded.

V-32 From Battle Mountain, Nev., via Elko, Nev., including an N alternate via Battle Mountain 062° and Elko 273° radials; Bonneville, Utah, including an N alternate from Elko to Bonneville via Wells, Nev., Salt Lake City, Utah, to Fort Bridger, Wyo.

V-33 From INT of Franklin, Va., 087° and Norfolk, Va., 226° radials, via Harcum, Va.; INT of Harcum 003° and Nottingham, Md., 174° radials; to Nottingham. From Baltimore, Md., via Harrisburg, Pa.; Philipsburg, Pa.; Bradford, Pa.; to Buffalo, N. Y. The airspace within R-4006 and R-4007 is excluded.

V-34 From Rochester, N. Y., via Ithaca, N. Y.; Hancock, N. Y.; INT of Huguenot, N. Y., 046° and Trinity, N. Y., 295° radials; Trinity; to Riverhead, N. Y. The airspace within R-5206 shall be used only after obtaining prior approval from the appropriate authority.

V-35 From Key West, Fla., via INT of Key West 078° and Miami, Fla., 153° radials; Miami; INT of Miami 269° and Fort Myers, Fla., 137° radials, including a W alternate from INT of Miami 153° radial and Miami International Airport Runway 9 left ILS localizer W course to INT of Miami 269° and Fort Myers 137° radials via INT of Miami International Airport Runway 9 left ILS localizer W course and Fort Myers 137° radial; Fort Myers; St. Petersburg, Fla.; Cross City, Fla., including an E alternate from INT of St. Petersburg 151° radial and Tampa, Fla., International Airport ILS localizer S course to Cross City via Tampa International Airport ILS localizer, INT of Tampa International Airport ILS localizer N course and Gainesville, Fla., 189° radial, Gainesville, and also a W alternate from St. Petersburg to Cross City via INT of St. Petersburg 320° and Cross City 185° radials; INT of Cross City 316° and Tallahassee, Fla., 132° radials; Tallahassee; Albany, Ga., including an E alternate via INT of Tallahassee 010° and Albany 152° radials; Macon, Ga., including a W alternate via INT of Albany 010° and Macon 228° radials; Athens, Ga.; Royston, Ga.; Asheville, N. C ; Holston Mountain, Tenn., including an E alternate via INT of Asheville 022° and Holston Mountain 146° radials and also a W alternate via INT of Asheville 300° and Holston Mountain 203° radials; Blackford, Va.; Charleston, W. Va.; INT of Charleston 051° and Elkins, W. Va., 264° radials; Clarksburg, W. Va.; Morgantown, W. Va.; Indian Head, Pa.; Johnstown, Pa.; Tyrone, Pa.; Philipsburg, Pa.; Stonyfork, Pa.; Elmira, N. Y.; Watkins Glen, N. Y.; to Syracuse, N. Y. The airspace below 2,000 feet MSL outside the United States is excluded.

V-36 From Toronto, Ontario, Canada, via INT of Toronto 141° and Buffalo, N. Y., 312° radials; Buffalo, including an S alternate from Toronto to Buffalo via INT of Toronto 172° and Buffalo 294° radials, excluding the airspace between the main and this alternate airway; Elmira, N. Y.; Wilkes-Barre, Pa.; Sparta, N. J.; to Riverhead, N. Y. The airspace within Canada is excluded.

V-37 From Savannah, Ga., via Allendale, S. C., including a W alternate via INT of Savannah 282° and Allendale 194° radials; Columbia, S. C.; Fort Mill, S. C., including a W alternate via INT of Columbia 329° and Fort Mill 209° radials; Pulaski, Va., including a W alternate from Fort Mill to Pulaski via Hickory, N. C.; Elkins, W. Va.; Morgantown, W. Va.; Pittsburgh, Pa.; Ellwood City, Pa.; Erie, Pa.; to INT of Erie 005° and London, Ontario, Canada, 093° radials. The airspace within Canada is excluded.

V-38 From Iowa City, Iowa, via Moline, Ill.; Joliet, Ill.; Peotone, Ill.; Fort Wayne, Ind.; Findlay, Ohio; INT of Findlay 131° and Appleton, Ohio, 312° radials; Appleton; Zanesville, Ohio; Parkersburg, W. Va.; to Elkins, W. Va.

V-39 From Pinehurst, N. C., via South Boston, Va.; Gordonsville, Va.; Casanova, Va.; Herndon, Va.; Westminster, Md.; Lancaster, Pa.; Allentown, Pa.; Tannersville, Pa.; Poughkeepsie, N. Y.; Westfield, Mass.; Gardner, Mass.; Concord, N. H.; Kennebunk, Maine; Augusta, Maine; INT of Augusta 025° and Millinocket, Maine, 228° radials; Millinocket; Presque Isle, Maine; to INT of Presque Isle 359° radial and United States-Canadian border. The airspace within R-4108 shall be used only after obtaining prior approval from the appropriate authority.

V-40 From Cleveland, Ohio, via Briggs, Ohio; Imperial, Pa.; to Pittsburgh, Pa.

V-41 From Pittsburgh, Pa., via Imperial, Pa.; INT of Imperial 326° and Youngstown, Ohio, 180° radials; to Youngstown.

V-42 From Flint, Mich., via Windsor, Ont., including an E alternate via INT of Flint 122° and Windsor 344° radials; Cleveland, Ohio, including an E alternate via INT of Carleton, Mich., 097° and Windsor 121° radials, excluding the airspace between the main and this alternate airway; Akron, Ohio; Imperial, Pa.; INT of Imperial 074° and Johnstown, Pa., 296° radials; to Johnstown. The airspace within Canada is excluded.

V-43 From Appleton, Ohio, via Tiverton, Ohio; Briggs, Ohio; Youngstown, Ohio; to Erie, Pa.

V-44 From Centralia, Ill.; via Samsville, Ill.; Nabb, Ind.; Falmouth, Ky.; York, Ky.; Parkersburg, W. Va.; Morgantown, W. Va.; Martinsburg, W. Va.; Baltimore, Md.; INT of Baltimore 097° radial and Nottingham, Md., direct radial to Kenton, Del.; Kenton; INT of Kenton 086° and Atlantic City, N. J., 238° radials; Atlantic City; Barnegat, N. J.; INT of Barnegat 043° and Riverhead, N. Y., 218° radials; to Riverhead. The airspace below 2,000 feet MSL outside the United States is excluded. The airspace within Warren Grove, N. J., Restricted Area R-5002 shall be used only after obtaining prior approval from the appropriate authority.

V-45 From New Bern, N. C., via Kinston, N. C.; Raleigh, N. C.; Greensboro, N. C., including an E alternate via INT of Raleigh 305° and Greensboro 051° radials and also a W alternate via Liberty, N. C., and INT of Liberty 114° and Raleigh 240° radials; INT of Greensboro 334° and Hickory, N. C., 049° radials; Pulaski, Va.; Bluefield, W. Va., to Charleston, W. Va. From Waterville, Ohio, via INT of Waterville 329° and Jackson, Mich., 137° radials; Jackson; Lansing, Mich.; to Saginaw, Mich.

V-46 From Idlewild, N. Y., via Deer Park, N. Y.; INT of Deer Park 095° and Hampton, N. Y., 223° radials (Beach INT), including an N alternate from Deer Park to Beach INT via Riverhead, N. Y.; Hampton; INT of Hampton 083° and Nantucket, Mass., 255° radials; thence 14-mile wide airway to INT of Providence, R. I., 153° and Nantucket 255° radials; thence to Nantucket. The airspace below 2,000 feet MSL outside the United States is excluded.

V-47 From Nabb, Ind., via Cincinnati, Ohio; Rosewood, Ohio, including a W alternate from Cincinnati to INT of Dayton, Ohio, Dayton Airport ILS localizer SW course and Rosewood direct radial to Cincinnati via INT of Cincinnati 006° radial and Dayton Airport ILS localizer SW course; Findlay, Ohio; Waterville, Ohio; INT of Waterville 355° and Salem, Mich., 190° radials, to Salem.

V-48 From Burlington, Iowa, via Peoria, Ill.; to Pontiac, Ill.

V-49 From Bowling Green, Ky., via Mystic, Ky.; to Nabb, Ind.

V-50 From Pawnee City, Nebr., via St. Joseph, Mo.; Kirksville, Mo.; Quincy, Ill., including an S alternate via INT of Kirksville 121° and Quincy 258° radials; Springfield, Ill.; Decatur, Ill.; Terre Haute, Ind.; Indianapolis, Ind.; INT of Indianapolis 084° and Dayton, Ohio, 261° radials; Dayton, including an N alternate from Indianapolis to Dayton via INT of Indianapolis 069° and Fort Wayne, Ind., 187° radials.

V-51 From Key West, Fla., via INT of Miami, Fla., 221° and Biscayne Bay, Fla., 262° radials; Biscayne Bay; Miami; Pahokee, Fla.; INT of Pahokee 009° and Vero Beach, Fla., 193° radials; Vero Beach, including an E alternate from Biscayne Bay to Vero Beach via INT of Biscayne Bay 346° and Vero Beach 178° radials; Daytona Beach, Fla.; INT of Daytona Beach 344° and Jacksonville, Fla., 159° radials; Jacksonville; INT of Jacksonville 319° and Alma, Ga., 148° radials; Alma, including an E alternate and a W alternate; Macon, Ga., including an E alternate from Alma to Macon via INT of Alma 335° and Dublin, Ga., 137° radials and Dublin; McDonough, Ga.; Crossville, Tenn., including an E alternate from INT of McDonough 345° and Atlanta, Ga., 007° radials to Crossville via INT of Atlanta 007° and Crossville 143° radials, and a W alternate from McDonough to Crossville via Chattanooga, Tenn.; New Hope, Ky.; Louisville, Ky., including an E alternate from INT of London, Ky., 260° and New Hope 163° radials to Louisville via INT of Lexington, Ky., 213° and Louisville 148° radials, excluding the airspace between the main and this alternate airway; Nabb, Ind.; Shelbyville, Ind.; INT of Shelbyville 313° and Lafayette, Ind., 136° radials; Lafayette; Chicago Heights, Ill.; to INT of Chicago Heights 342° and Chicago, Ill., 077° radials. The airspace within W-173 is excluded.

V-52 From Des Moines, Iowa, via Ottumwa, Iowa, including an S alternate; Quincy, Ill., including an N alternate; St. Louis, Mo., including an N alternate; Troy, Ill.; INT of Troy 099° and Evansville, Ind., 309° radials; to Evansville.

V-53 From Charleston, S. C., via INT of Charleston 300° and Columbia, S. C., 151° radials; Columbia; Spartanburg, S. C.; Asheville, N. C.; Holston Mountain, Tenn.; Lexington, Ky.; Louisville, Ky.; INT of Louisville 333° and Indianapolis, Ind., 170° radials; Indianapolis; Westpoint, Ind.; INT of Westpoint 326° and Peotone, Ill., 153° radials; Peotone; to INT of Peotone 003° and Joliet, Ill., 056° radials.

V-54 From Quitman, Texas, via Texarkana, Ark.; INT of Texarkana 052° and Little Rock, Ark., 235° radials; Little Rock, including an N alternate via INT of Texarkana 033° and Little Rock 255° radials; INT of Little Rock 077° and Memphis, Tenn., 261° radials; Memphis, including an N alternate via INT of Little Rock 062° and Memphis 276° radials; Muscle Shoals, Ala., including an N alternate via INT of Memphis 081° and Muscle Shoals 297° radials, and also an S alternate from Memphis to Muscle Shoals via INT of Memphis 168° and Holly Springs, Miss., 281° radials; Holly Springs; INT of Holly Springs 099° and Muscle Shoals 255° radials; Huntsville, Ala.; Chattanooga, Tenn., including an N alternate via INT of Muscle Shoals 067° and Chattanooga 282° radials; Spartanburg, S. C.; Fort Mill, S. C.; INT of Fort Mill 069° and Pinehurst, N. C., 281° radials; to Pinehurst.

V-55 From Dayton, Ohio, via Fort Wayne, Ind., including an E alternate via INT of Dayton 343° and Fort Wayne direct radial to Rosewood, Ohio; Goshen, Ind., including a W alternate via INT of Fort Wayne direct radial to Peotone, Ill., with Goshen 168° radial, excluding the airspace between the main and this W alternate airway; South Bend, Ind.; Keeler, Mich.; Pullman, Mich.; Muskegon, Mich.; INT of Muskegon 327° and Green Bay, Wis., 116° radials; Green Bay; Stevens Point, Wis.; INT of Stevens Point 281° and Eau Claire, Wis., 107° radials; to Eau Claire.

V-56 From Montgomery, Ala., via INT of Montgomery 049° and Columbus, Ga., 270° radials; Columbus; Macon, Ga.; Augusta, Ga.; Columbia, S. C., including an N alternate via INT of Augusta 054° and Columbia 266° radials, and also an S alternate via INT of Augusta 085° and Columbia 193° radials; INT of Columbia 079° and Florence, S. C., 243° radials; to Florence.

V-57 From Evergreen, Ala., via INT of Evergreen 049° and Birmingham, Ala., 180° radials; Birmingham; Muscle Shoals, Ala.; Graham, Tenn.; to Bowling Green, Ky. From Lexington, Ky., via Falmouth, Ky.; to INT of Richmond, Ind., 142° and Cincinnati, Ohio, 022° radials.

V-58 From Imperial, Pa., via INT of Imperial 074° and Carrolltown, Pa., 276° radials; Carrolltown; Tyrone, Pa.; Philipsburg, Pa.; Williamsport, Pa.; INT of Williamsport 079° and Thornhurst, Pa., 293° radials; Wilkes-Barre, Pa.; Poughkeepsie, N. Y.; Hartford, Conn.; to INT of Hartford 130° and Providence, R. I., 212° radials.

V-59 From Pulaski, Va., via Beckley, W. Va.; Parkersburg, W. Va.; Newcomerstown, Ohio; INT of Tiverton, Ohio, direct radial to Youngstown, Ohio, and Mansfield, Ohio, 104° radial; to Cleveland, Ohio.

V-60 From Albuquerque, N. Mex., via Otto, N. Mex., including an S alternate; Las Vegas, N. Mex.; Tucumcari, N. Mex.; Texico, N. Mex.; INT of Texico 122° and Lubbock, Tex., 008° radials; to Lubbock, including an S alternate from Texico direct to Lubbock.

V-61 From Bridgeport, Tex., via INT of Bridgeport 315° and Wichita Falls, Tex., 139° radials; Wichita Falls; to Lawton, Okla.

V-62 From Zuni, N. Mex., via INT of Zuni 066° and Santa Fe, N. Mex., 268° radials; Santa Fe; Anton Chico, N. Mex.; Texico, N. Mex.; INT of Texico 122° and Lubbock, Tex., 008° radials; Lubbock, including an S alternate from Texico direct to Lubbock; INT of Lubbock 101° and Abilene, Tex., 327° radials; to Abilene.

V-63 From Waco, Tex., via INT of Waco 037° and Dallas, Tex., 133° radials; to Sulphur Springs, Tex. From McAlester, Okla., via Fayetteville, Ark.; Springfield, Mo.; Hallsville, Mo.; Quincy, Ill.; Burlington, Iowa; INT of Burlington 005° and Janesville, Wis., 239° radials; Janesville; to Milwaukee, Wis.

V-64 From INT of Long Beach, Calif., 287° and Los Angeles, Calif., 149° radials; via Long Beach; Thermal, Calif.; to Blythe, Calif.

V-65 From INT of Kansas City, Mo., 231° and St. Joseph, Mo., 178° radials via St. Joseph; to Lamoni, Iowa.

V-66 From San Diego, Calif., via El Centro, Calif.; Yuma, Ariz.; INT of Yuma 087° and Gila Bend, Ariz., 262° radials; Gila Bend; Tucson, Ariz.; Douglas, Ariz.; INT of Douglas 063° and Columbus, N. Mex., 277° radials; Columbus; El Paso, Tex., including an N alternate; INT of El Paso 132° and Hudspeth, Tex., 272° radials; Hudspeth; Culberson, Tex.; INT of Culberson 090° and Midland, Tex., 243° radials; Midland; INT of Midland 080° and Abilene, Tex., 251° radials; Abilene; INT of Abilene 066° and Bridgeport, Tex., 248° radials; Bridgeport; INT of Bridgeport 087° and Sulphur Springs, Tex., 275° radials; to Sulphur Springs. From Tuscaloosa, Ala., via Talladega, Ala.; INT of Talladega 092° and McDonough, Ga., 256° radials; McDonough; INT of McDonough 036° and Athens, Ga., 241° radials; Athens; INT of Athens 062° and Fort Mill, S. C., 242° radials; to Fort Mill.

V-67 From Cedar Rapids, Iowa, via Waterloo, Iowa; Mason City, Iowa; to Rochester, Minn., including a W alternate via INT of Mason City 023° and Rochester 243° radials.

V-68 From Albuquerque, N. Mex., via INT of Albuquerque 120° and Corona, N. Mex., 311° radials; Corona, including an N alternate from Albuquerque to Corona via INT of Albuquerque 103° and Corona 328° radials and also an S alternate from Albuquerque to Corona via INT of Albuquerque 160° and Corona 268° radials; Roswell, N. Mex., including an N alternate; Hobbs, N. Mex., including an S alternate via INT of Roswell 132° and Hobbs 280° radials; Midland, Tex., including an S alternate from Hobbs to Midland via INT of Hobbs 147° and Wink, Tex., 066° radials; San Angelo, Tex., including an S alternate via INT of Midland 128° and San Angelo 278° radials; Junction, Tex., including an S alternate via INT of San Angelo 181° and Junction 310° radials and also an N alternate via INT of San Angelo 112° and Junction 342° radials; San Antonio, Tex.; INT of Alice, Tex., 350° and Corpus Christi, Tex., 313° radials; Corpus Christi; INT of Corpus Christi 236° and Alice, Tex., 171° radials; INT of Alice 171° and Brownsville, Tex., 339° radials; to Brownsville. The airspace within Mexico and R-6301 is excluded.

V-69 From Shreveport, La., via INT of Shreveport 087° and El Dorado, Ark., 218° radials; El Dorado, including a W alternate from Shreveport to El Dorado via INT of Shreveport 087° and El Dorado 233° radials; Pine Bluff, Ark.; INT of Little Rock, Ark., 062° and Memphis, Tenn., 276° radials; Walnut Ridge, Ark.; Farmington, Mo.; INT of Farmington 351° and Troy, Ill., 234° radials; Troy; Springfield, Ill.; Pontiac, Ill.; Joliet, Ill.; to Kedzie, Ill., RBN.

V-70 From Corpus Christi, Tex., via INT of Corpus Christi 054° and Palacios, Tex., 226° radials; Palacios; Galveston, Tex.; Sabine Pass, Tex.; Lake Charles, La.; Lafayette, La.; Baton Rouge, La., including an N alternate via INT of Lafayette 012° and Baton Rouge 272° radials; Picayune, Miss.; Evergreen, Ala.; Eufaula, Ala.; Vienna, Ga.; to Allendale, S. C.

V-71 From Flippin, Ark., via Springfield, Mo.; Butler, Mo., including a W alternate via INT of Springfield 301° and Butler 178° radials; to Kansas City, Mo.

V-72 From Fayetteville, Ark., via Dogwood, Mo.; Maples, Mo.; Richwoods, Mo.; Troy, Ill.; Vandalia, Ill.; Westpoint, Ind.; to Lafayette, Ind. From Findlay, Ohio, via Attica, Ohio; Akron, Ohio; Youngstown, Ohio; Tidioute, Pa.; Bradford, Pa.; INT of Bradford 078° radial and Stonyfork, Pa., direct radial to Wellsville, N. Y.; Elmira, N. Y.; Binghamton, N. Y.; Rockdale, N. Y.; Albany, N. Y.; to INT of Albany 075° and Cambridge, N. Y., 094° radials. From Concord, N. H., to INT of Concord 011° and Kennebunk, Maine, 281° radials.

V-73 From Wichita, Kans., via Hutchinson, Kans.; INT of Hutchinson 025° and Salina, Kans., 184° radials; to Salina.

V-74 From Hugo, Colo., via INT of Hugo 112° and Garden City, Kans., 296° radials; Garden City; Dodge City, Kans.; Anthony, Kans.; Ponca City, Okla.; Tulsa, Okla.; Fort Smith, Ark., including an N alternate from Tulsa to Fort Smith via INT of Tulsa 088° and Neosho, Mo., 223° radials and also an S alternate from Ponca City to Fort Smith via Okmulgee, Okla.; Little Rock, Ark., including an N alternate; to Pine Bluff, Ark.

V-75 From Morgantown, W. Va., via Wheeling, W. Va.; Briggs, Ohio; to Cleveland, Ohio.

V-76 From Lubbock, Tex., via INT of Lubbock 188° and Big Spring, Tex., 286° radials; Big Spring, including an N alternate from Lubbock direct to Big Spring, excluding the airspace between the main and this alternate airway: San Angelo, Tex.; Llano, Tex.; Austin, Tex., including an N alternate from San Angelo to Austin via Lometa Tex., and including an S alternate via INT of Llano 129° and Austin 257° radials, excluding the airspace between the main and this N alternate airway; Houston, Tex.; to Galveston, Tex. The airspace within R-6310 is excluded.

V-77 From Cotulla, Tex., via Junction, Tex.; San Angelo, Tex.; Abilene, Tex.; Wichita Falls, Tex., including an E alternate; INT of Wichita Falls 028° and Oklahoma City, Okla., 202° radials; Oklahoma City, including an E alternate from Wichita Falls to Oklahoma City via INT of Wichita Falls 043° and Oklahoma City 180° radials; Ponca City, Okla., including an E alternate from Oklahoma City to Ponca City via INT of Oklahoma City 040° and Ponca City 181° radials; INT of Ponca City 327° and Wichita, Kans., 226° radials; Wichita; INT of Hutchinson, Kans., 062° and Topeka, Kans., 236° radials; Topeka; St. Joseph, Mo.; Lamoni, Iowa; to Des Moines, Iowa. The airspace within R-5601 is excluded.

V-78 From Huron, S. Dak., via Watertown, S. Dak., including an S alternate; Darwin, Minn.; Minneapolis, Minn.; to Eau Claire, Wis.

V-79 From Fort Stockton, Tex., via Wink, Tex.; Hobbs, N. Mex.; INT of Hobbs 077° and Lubbock, Tex., 188° radials; Lubbock, including a W alternate from Hobbs direct to Lubbock, excluding the airspace between the main and this alternate airway.

V-80 From Akron, Colo., to North Platte, Nebr.

V-81 From Midland, Tex., via Lubbock, Tex.; Amarillo, Tex., including an E alternate; Dalhart, Tex., including an E alternate; Tobe, Colo., including a W alternate from Dalhart to Tobe via Clayton, N. Mex.; Pueblo, Colo.; Colorado Springs, Colo.; INT of Colorado Springs 345° and Denver, Colo., 183° radials; to Denver.

V-82 From Minneapolis, Minn., via Farmington, Minn.; Rochester, Minn., including an S alternate from Minneapolis to Rochester via INT of Minneapolis 188° and Rochester 319° radials; to Nodine, Minn.

V-83 From Carlsbad, N. Mex., via Roswell, N. Mex.; Corona, N. Mex., including an E alternate; Otto, N. Mex.; Santa Fe, N. Mex.; Taos, N. Mex.; to Alamosa, Colo. From Pueblo, Colo., via Colorado Springs, Colo.; to Kiowa, Colo.

V-84 From Bradford, Ill., via Bradford 033° radial for 45 nmi thence expanding in graduated steps of one mile in width for each five nmi in length to INT of Bradford 033° and Chicago, Ill., 269° radials; thence to Chicago. From Northbrook, Ill., via Pullman, Mich.; Lansing, Mich.; Flint, Mich.; Peck, Mich.; London, Ont., Canada; Buffalo, N. Y.; Geneseo, N. Y.; INT of Geneseo direct radial to Georgetown, N. Y., and Ithaca, N. Y., direct radial to Rochester, N. Y.; to Syracuse, N. Y. The airspace within Canada is excluded.

V-85 From Medicine Bow, Wyo., to Casper, Wyo., including a W alternate via INT of Medicine Bow 336° and Casper 216° radials.

V-86 From Butte, Mont., via Whitehall, Mont.; to Bozeman, Mont.

V-87 From San Francisco, Calif., via INT of Oakland, Calif., 330° radial and Sausalito, Calif., direct radial to Sacramento, Calif.; Napa, Calif.; INT of Napa 004° and Maxwell, Calif., 188° radials; Maxwell; to Red Bluff, Calif.

V-88 From Tulsa, Okla., via INT of Tulsa 044° and Springfield, Mo., 261° radials; Springfield; Vichy, Mo.; Richwoods, Mo.; to INT of Richwoods 086° and St. Louis, Mo., 170° radials.

V-89 From INT of Denver, Colo., 207° and Kiowa, Colo., 246° radials via Denver; Cheyenne, Wyo., including an E alternate via Gill, Colo.; and INT of Gill 003° and Cheyenne 131° radials; to Chadron, Nebr., including an E alternate via Scottsbluff, Nebr.

V-90 From Litchfield, Mich.; to Windsor, Ontario, Canada. The airspace within Canada is excluded.

V-91 From Riverhead, N. Y., via Poughkeepsie, N. Y.; INT of Poughkeepsie 342° and Albany, N. Y., 181° radials; Albany; Glens Falls, N. Y.; INT of Glens Falls 032° and Burlington, Vt., 187° radials; Burlington; Plattsburgh, N. Y.; to St. Eustache, Quebec, Canada. The airspace within Canada is excluded.

V-92 From Joliet, Ill., via Chicago Heights, Ill.; Goshen, Ind.; Waterville, Ohio; Attica, Ohio; Mansfield, Ohio; Briggs, Ohio; Wheeling, W. Va; Grantsville, Md.; Front Royal, Va.; INT of Front Royal 112° and Washington, D. C., 245° radials; to Washington.

V-93 From Baltimore, Md., via Lancaster, Pa.; to Allentown, Pa. From Poughkeepsie, N. Y., via Chester, Mass.; INT of Chester 040° and Keene, N. H., 231° radials; Keene; Concord, N. H.; INT of Concord 041° and Augusta, Maine, 239° radials; Augusta; Bangor, Maine; Princeton, Maine; to United States-Canadian border via Princeton 057° radial. The airspace at and below 1,200 feet above the surface between Princeton and the United States-Canadian border is excluded

V-94 From Gila Bend, Ariz., via Casa Grande, Ariz.; San Simon, Ariz.; Deming, N. Mex.; Newman, Tex.; INT of Newman 091° and Salt Flat, Tex., 312° radials; Salt Flat; Carlsbad, N. Mex.; to Hobbs, N. Mex. From Abilene, Tex., via INT of Abilene 096° and Britton, Tex., 264° radials; Britton; Gregg County, Tex.; Barksdale AFB, La.; to Monroe, La. The airspace within R-5103-A is excluded.

V-95 From Gila Bend, Ariz., via INT of Gila Bend 096° and Phoenix, Ariz., 204° radials; Phoenix; INT of Phoenix 004° and Winslow, Ariz., 224° radials; Winslow; to Farmington, N. Mex. From INT of Denver, Colo., 207° and Kiowa, Colo., 246° radials to Kiowa.

V-96 From INT of Indianapolis, Ind., 022° and Fort Wayne, Ind., 233° radials via Fort Wayne; to Waterville, Ohio.

V-97 From Miami, Fla., via La Belle, Fla.; St. Petersburg, Fla.; Tallahassee, Fla., including an E alternate from INT of St. Petersburg 335° and Cross City, Fla., 207° radials to Tallahassee via Cross City and INT of Cross City 316° and Tallahassee 132° radials, and also a W alternate from St. Petersburg to INT of St. Petersburg 335° and Cross City 207° radials via INT of St. Petersburg 320° and Cross City 207° radials; Albany, Ga.; INT of Albany 350° and Atlanta, Ga., 179° radials; Atlanta, including an E alternate via INT of Albany 010° and Atlanta 164° radials; INT of Atlanta 007° and Knoxville, Tenn., 198° radials; Knoxville; London, Ky., including an E alternate via INT of Knoxville 013° and London 141° radials, and also a W alternate via INT Knoxville 321° and London 201° radials; Lexington, Ky., including a W alternate; Cincinnati, Ohio, including a W alternate via INT of Lexington 327° and Cincinnati 192° radials, and also an E alternate from London to Cincinnati via INT of London 004° and Lexington 107° radials, and Falmouth, Ky.; Shelbyville, Ind., including an E alternate via INT of Cincinnati 321° and Shelbyville 110° radials, and also a W alternate via INT of Cincinnati 290° and Shelbyville 172° radials; INT of Shelbyville 313° and Lafayette, Ind., 136° radials; Lafayette, including a W alternate from Shelbyville to Lafayette via Indianapolis, Ind.; INT of Indianapolis 344° and Shelbyville 313° radials and INT of Shelbyville 313° and Lafayette 136° radials; to Chicago Heights, Ill. From INT of Northbrook, Ill., 273° and Naperville, Ill., 340° radials via INT of Naperville 340° and Janesville, Wis., 111° radials; Janesville; INT of Janesville 294° and Lone Rock, Wis., 147° radials; Lone Rock; Nodine, Minn.; to INT of Nodine direct radial to Minneapolis, Minn., and Minneapolis-St. Paul, Minn., International Airport ILS 121° localizer course. The airspace below 2,000 feet MSL outside the United States is excluded.

V-98 From Litchfield, Mich., via INT of Litchfield 096° and Carleton, Mich., 247° radials; Carleton; Windsor, Ontario, Canada; London, Ontario, Canada; Toronto, Ontario, Canada; Stirling, Ontario, Canada; Massena, N. Y.; to St. Johns, Quebec, Canada. The airspace within Canada is excluded.

V-99 From Newport, Oreg., via Newberg, Oreg.; INT of Newberg 355° and Olympia, Wash., 195° radials; Olympia; INT of Olympia 010° and Seattle, Wash., 247° radials to Seattle. The airspace within R-6711 shall be used only after obtaining prior approval from the appropriate authority.

V-100 From Medicine Bow, Wyo., via Chadron, Nebr.; O'Neil, Nebr.; Sioux City, Iowa; Fort Dodge, Iowa; Waterloo, Iowa; Dubuque, Iowa; Rockford, Ill.; Northbrook, Ill.; INT of Northbrook 093° and Keeler, Mich., 271° radials; Keeler; Jackson, Mich.; INT of Jackson 084° and Salem, Mich., 254° radials; to Salem.

V-101 From Ogden, Utah, to Burley, Idaho.

V-102 From Roswell, N. Mex., via Lubbock, Tex.; Guthrie, Tex.; to Wichita Falls, Tex., including an S alternate via INT of Guthrie 103° and Wichita Falls 247° radials.

V-103 From Greensboro, N. C., via Roanoke, Va.; Elkins, W. Va.; Clarksburg, W. Va.; Wheeling, W. Va.; to Briggs, Ohio. From Akron, Ohio, via INT of Akron 319° and Windsor, Ontario, Canada, 121° radials; to Windsor. The portion within Canada is excluded.

V-104 From Ottawa, Ont., Canada, via INT of Ottawa 082° and Massena, N. Y., 346° radials; Massena; to Plattsburgh, N. Y. The portion within Canada is excluded.

V-105 From Tucson, Ariz., via INT of Tucson 273° and Casa Grande, Ariz., 158° radials; Casa Grande; Phoenix, Ariz.; Prescott, Ariz., including an E alternate via INT of Phoenix 004° and Prescott 135° radials; Las Vegas, Nev., including an E alternate from Prescott to Las Vegas via Drake, Ariz.; Peach Springs, Ariz.; and INT of Peach Springs 293° and Las Vegas 106° radials; INT of Las Vegas 266° and Beatty, Nev., 142° radials; Beatty; Coaldale, Nev.; to Reno, Nev.

V-106 From Charleston, W. Va., via INT of Charleston 051° and Elkins, W. Va., 264° radials; Clarksburg, W. Va.; Morgantown, W. Va.; Indian Head, Pa.; Johnstown, Pa.; INT of Tower City, Pa., 279° radial and Philipsburg, Pa., direct radial to Harrisburg, Pa.; Selinsgrove, Pa.; Thornhurst, Pa.; Wilkes-Barre, Pa.; Poughkeepsie, N. Y.; Westfield, Mass.; Gardner, Mass.; INT of Gardner 051° and Concord, N. H., 146° radials; to Kennebunk, Maine. The airspace within R-4108 shall be used only after obtaining prior approval from the appropriate authority.

V-107 From Los Angeles, Calif., via INT of Los Angeles 287° and Fillmore, Calif., 163° radials, Fillmore, including a W alternate from Los Angeles to Fillmore via Ventura, Calif.; Avenal, Calif.; Los Banos, Calif.; to Oakland, Calif. The airspace within R-2519 more than 3 miles W of Ventura 155° and 331° radials, the airspace within R-2519 below 5,000 feet MSL, and the airspace within R-2520 is excluded. The remaining airspace within R-2519 shall be used only after obtaining prior approval from the appropriate authority.

V-108 From San Francisco, Calif., via INT of San Francisco 304° and Sausalito, Calif., 232° radials; Sausalito; INT of Sausalito 052° and Linden, Calif., 270° radials; Linden; Mina, Nev.; to Currant, Nev., including an S alternate from Mina to Currant via Tonopah, Nev. From Colorado Springs, Colo., via Hugo, Colo., including an S alternate via INT of Colorado Springs 153° and Hugo 250° radials; Goodland, Kans.; Hill City, Kans.; INT of Hill City 093° and Salina, Kans., 286° radials; to Salina. The airspace within R-6405 is excluded.

V-109 From Los Banos, Calif., via Stockton, Calif.; INT of Stockton 268° and Oakland, Calif., 077° radials; to Oakland. The airspace within R-2528 is excluded.

V-111 From Big Sur, Calif., via Salinas, Calif.; to INT of Salinas 026° radial with Los Banos, Calif., direct radial to Oakland, Calif. The airspace within R-2511 is excluded.

V-112 From Portland, Oreg., via The Dalles, Oreg., including an N alternate; INT of The Dalles 096° and Pendleton, Oreg., 254° radials; Pendleton; to Spokane, Wash., including a W alternate from Pendleton to Spokane via Pasco, Wash., and INT of Pasco 035° and Spokane 221° radials, excluding the airspace between the main and this W alternate.

V-113 From Paso Robles, Calif., via Priest, Calif.; Los Banos, Calif; Stockton, Calif.; Linden, Calif.; INT of Linden 046° and Reno, Nev., 208° radials; to Reno. The airspace within R-2528 is excluded.

V-114 From Amarillo, Tex., via Childress, Tex., including an N and an S alternate; Wichita Falls, Tex., including an S alternate via INT of Childress 120° and Wichita Falls 262° radials; INT of Wichita Falls 122° and Dallas, Tex., 299° radials; Dallas; INT of Dallas 113° and Gregg County, Tex., 290° radials; Gregg County, including an N alternate from Dallas to Gregg County via Quitman, Tex., and also an S alternate from Dallas to Gregg County via INT of Dallas 130° and Gregg County 273° radials; INT of Shreveport, La., 176° and Alexandria, La., 300° radials; Alexandria, including an N alternate from Gregg County to Alexandria via Shreveport, and INT of Shreveport 176° and Alexandria 300° radials; Baton Rouge, La.; to New Orleans, La., including an N alternate via INT of Alexandria 105° and New Orleans 326° radials.

V-115 From Crestview, Fla., via Montgomery, Ala.; INT of Montgomery 028° and Birmingham, Ala., 138° radials; Birmingham; Chattanooga, Tenn., including an E alternate via INT of Birmingham 097° and Gadsden, Ala., 233° radials, Gadsden and INT of Gadsden 042° and Chattanooga 214° radials; INT of Chattanooga 037° and Knoxville, Tenn., 247° radials; Knoxville; Charleston, W. Va.; Parkersburg, W. Va.; INT of Parkersburg 060° and Pittsburgh, Pa., 223° radials; to Pittsburgh. From Ellwood City, Pa., via Tidioute, Pa.; Jamestown, N. Y.; to Buffalo, N. Y.

V-116 From Kansas City, Mo., via Macon, Mo.; Quincy, Ill.; Peoria, Ill.; Joliet, Ill.; Naperville, Ill.; Keeler, Mich.; Jackson, Mich.; INT of Jackson 084° and Salem, Mich., 254° radials; Salem; Windsor, Ontario, Canada; Erie, Pa.; Bradford, Pa.; Stonyfork, Pa.; Wilkes-Barre, Pa.; Sparta, N. J.; to INT of Sparta 112° and Trinity, N. Y., 232° radials.

V-117 From El Centro, Calif., via INT of El Centro 350° and Thermal, Calif., 122° radials; Thermal; to INT of Thermal 340° and Twenty Nine Palms, Calif., 244° radials. From INT of Hector, Calif., 228° and Daggett, Calif., 187° radials; to Daggett. The airspace within R-2521 is excluded.

V-118 From Medicine Bow, Wyo., via Laramie, Wyo.; to Cheyenne, Wyo.

V-119 From London, Ky., via Newcombe, Ky.; Henderson, W. Va.; Parkersburg, W. Va.; Bellaire, Ohio; Wheeling, W. Va.; Imperial, Pa.; INT of Imperial 045° and Clarion, Pa., 214° radials; Clarion; Fitzgerald, Pa.; Bradford, Pa.; Wellsville, N. Y.; Geneseo, N. Y.; to Rochester, N. Y.

V-120 From Mullan Pass, Idaho, via Great Falls, Mont.; Lewistown, Mont., including an N alternate via INT of Great Falls 074° and Lewistown 308° radials; Miles City, Mont.; Dupree, S. Dak.; Pierre, S. Dak.; Sioux Falls, S. Dak.; to Mason City, Iowa.

V-121 From Medford, Oreg., via INT of Medford 335° and North Bend, Oreg., 108° radials; North Bend; to Eugene, Oreg.

V-122 From Crescent City, Calif., to Medford, Oreg. From INT of Medford, Oreg., 176° and Klamath Falls, Oreg., 268° radials via Klamath Falls; to Lakeview, Oreg.

V-123 From Washington, D. C., via Baltimore, Md.; INT of Baltimore 035° and New Castle, Del., 261° radials; New Castle; Robbinsville, N. J.; INT of Solberg, N. J., 110° and Idlewild, N. Y., 232° radials; La Guardia, N. Y.; INT of La Guardia 034° and Riverhead, N. Y., 289° radials; Trinity, N. Y.; INT of Trinity 031° and Poughkeepsie, N. Y., 099° radials; to Westfield, Mass.

V-124 From Terre Haute, Ind., via INT of Terre Haute 095° and Shelbyville, Ind., 253° radials; to Shelbyville.

V-125 From Anthony, Kans., to Hutchinson, Kans.

V-126 From INT of Naperville, Ill., 090° and Chicago Heights, Ill., 342° radials via Chicago Heights; Goshen, Ind.; Waterville, Ohio; Cleveland, Ohio; Jefferson, Ohio; Erie, Pa.; Bradford, Pa.; Stonyfork, Pa.; Wilkes-Barre, Pa.; Huguenot, N. Y.; to Riverhead, N. Y.

V-127 From Livingston, Mont., via INT of Livingston 323° and Helena, Mont., 119° radials; to Helena.

V-128 From INT of Joliet, Ill., 056° and Peotone, Ill., 003° radials via Peotone; INT of Peotone 153° and Westpoint, Ind., 326° radials; Westpoint; Indianapolis, Ind.; INT of Indianapolis 137° and Cincinnati, Ohio, 290° radials; Cincinnati; York, Ky., including an N alternate and also an S alternate via INT of Cincinnati 120° and York direct radial to Falmouth, Ky.; to Charleston, W. Va.

V-129 From Polo, Ill., via Rewey, Wis.; Waukon, Iowa; Nodine, Minn.; to Eau Claire, Wis. From Duluth, Minn., to International Falls, Minn., (13-mile wide airway from a point 45 nmi from Duluth to a point 45 nmi from International Falls).

V-130 From Albany, N. Y., via Hartford, Conn.; Norwich, Conn.; to INT of Norwich 090° radial and Providence, R. I., ILS localizer S course.

V-131 From McAlester, Okla., via Okmulgee, Okla.; Tulsa, Okla.; to Chanute, Kans. From Emporia, Kans., to Topeka, Kans.

V-132 From Cheyenne, Wyo., via Akron, Colo.; Goodland, Kans.; Hutchinson, Kans.; INT of Hutchinson 078° and Chanute, Kans., 294° radials; Chanute; INT of Chanute 100° and Springfield, Mo., 276° radials; to Springfield, including an S alternate from Chanute to Springfield via INT of Chanute 117° and Springfield 261° radials.

V-133 From Fort Mill, S. C., via Hickory, N. C.; Charleston, W. Va.; Zanesville, Ohio; Tiverton, Ohio; Mansfield, Ohio; Sandusky, Ohio; INT of Waterville, Ohio, 058° and Salem, Mich., 140° radials; Salem; Flint, Mich.; Saginaw, Mich.; to Traverse City, Mich. The airspace within R-5502 and within Canada is excluded.

V-134 From Evergreen, Ala., via INT of Evergreen 075° and Tuskegee, Ala., 220° radials; Tuskegee; INT of Tuskegee 053° and Columbus, Ga., 011° radials; INT of Columbus 011° and Atlanta, Ga., 233° radials; to Atlanta.

V-135 From Yuma, Ariz., via Blythe, Calif.; Parker, Calif.; Needles, Calif.; Las Vegas, Nev.; INT of Las Vegas 266: and Beatty, Nev., 142° radials; Beatty; INT of Beatty direct radial to Coaldale, Nev., and Tonopah, Nev., 198° radials; to Tonopah. The airspace within R-4807 is excluded.

V-136 From Pulaski, Va., via INT of Pulaski 094° and South Boston, Va., 298° radials; South Boston; to Raleigh, N. C.

V-137 From Thermal, Calif., via Palmdale, Calif.; Gorman, Calif.; Fellows, Calif.; to San Luis Obispo, Calif. From Oakland, Calif., via Point Reyes, Calif.; to INT of Point Reyes 306° and Ukiah, Calif., 172° radials.

V-138 From Medicine Bow, Wyo., via Cheyenne, Wyo., including an N alternate via INT of Medicine Bow 108° and Cheyenne 323° radials; to Sidney, Nebr., including an S alternate. From Grand Island, Nebr., via INT of Grand Island 099° and Raymond, Nebr., 267° radials; Raymond; INT of Raymond 040° and Neola, Iowa, 251° radials; Neola; to Fort Dodge, Iowa.

V-139 From Cape Charles, Va., via Snow Hill, Md.; Sea Isle, N. J.; INT of Sea Isle 049° and Hampton, N. Y., 223° radials; Hampton, including the airspace between lines diverging from Sea Isle to point of tangency to a circle with a 9-mile radius centered at INT of Sea Isle 049° and Hampton 223° radials; within the circumference of the circle and between lines tangent to that circle converging at Hampton; INT of Hampton 059° and Providence, R. I., 212° radials; Providence; Whitman, Mass.; INT of Whitman 041° and Boston, Mass., 133° radials; to Boston. The airspace below 2,000 feet MSL outside the United States, the airspace below 3,000 feet MSL between the Idlewild, N. Y., 087° and 141° radials, and the airspace within R-6604 are excluded.

V-140 From Amarillo, Tex., via Sayre, Okla., including an N alternate; Kingfisher, Okla.; INT of Kingfisher 071° and Tulsa, Okla., 262° radials; Tulsa; Fayetteville, Ark., including an N alternate via INT of Tulsa 059° and Fayetteville 284° radials; Flippin, Ark.; Walnut Ridge, Ark.; Dyersburg, Tenn.; Nashville, Tenn., including an S alternate from Dyersburg to Nashville via INT of Dyersburg 104° and Graham, Tenn., 269° radials, Graham; London, Ky., including an S alternate and also an N alternate via INT of Nashville 044° and London 260° radials; Bluefield, W. Va.; Montebello, Va.; Casanova, Va.; INT of Casanova 079° and Washington, D. C., 175° radials; Washington; Baltimore, Md.; Millville, N. J.; Coyle, N. J.; INT of Coyle 031° and Colts Neck, N. J., 179° radials; Colts Neck; to INT of Colts Neck 335° and Solberg, N. J., 110° radials. The airspace within R-6608 is excluded.

V-141 From Nantucket, Mass., via Hyannis, Mass.; INT of Hyannis 332° and Boston, Mass., 133° radials; Boston; INT of Boston 014° and Manchester, N H., 117° radials; Manchester; Concord, N. H.; Lebanon, N. H.; Burlington, Vt.; to Massena, N. Y. The airspace within R-4103 shall be used only after obtaining prior approval from appropriate authority.

V-142 From Buffalo, N. Y., via INT of Buffalo 034° and Rochester, N. Y., 289° radials; to Rochester.

V-143 From Fort Mill, S. C., via Greensboro, N. C., including a W alternate via INT of Fort Mill 005° and Greensboro 238° radials, excluding the airspace between the main and this alternate airway; Lynchburg, Va.; Montebello, Va.; INT of Montebello 031° and Casanova, Va., 267°; to Casanova.

V-144 From INT of Joliet, Ill., 056° and Peotone, Ill., 003° radials via Peotone; Fort Wayne, Ind.; Findlay, Ohio; INT of Findlay 131° and Appleton, Ohio, 312° radials; Appleton; Zanesville, Ohio; Morgantown, W. Va.; Kessel, W. Va.; Linden, Va.; INT of Linden 095° and Washington, D. C., 245° radials; to Washington.

V-145 From Utica, N. Y., via INT of Utica 303° and Watertown, N. Y., 171° radials; Watertown; to United States-Canadian Border via Watertown 360° radial.

V-146 From Wilkes-Barre, Pa., via Huguenot, N. Y.; INT of Trinity, N. Y., 295° and Poughkeepsie, N. Y., 236° radials; Poughkeepsie; Putnam, Conn.; Providence, R. I.; Martha's Vineyard, Mass.; to Nantucket, Mass. The airspace at and below 1,200 feet above the surface between Providence and Nantucket is excluded. The airspace within R-4104 shall be used only after obtaining prior approval from appropriate authority.

V-147 From Philadelphia, Pa., International Airport ILS localizer via Pottstown, Pa.; Allentown, Pa., including an E alternate from Philadelphia International Airport ILS localizer to Allentown via INT of Pottstown 143° and Allentown 173° radials; Thornhurst, Pa.; Elmira, N. Y.; Geneseo, N. Y.; to Rochester, N. Y.

V-148 From Denver, Colo., via INT of Denver 183° and Kiowa, Colo., 268° radials; Kiowa; Thurman, Colo.; Hayes Center, Nebr.; North Platte, Nebr.; O'Neill, Nebr.; Sioux Falls, S. Dak.; Redwood Falls, Minn., including an S alternate; to Minneapolis, Minn.

V-149 From Allentown, Pa., via Thornhurst, Pa.; Binghamton, N. Y.; Georgetown, N. Y.; INT of Georgetown 029° and Utica, N. Y., 280° radials; to Utica.

V-150 From San Francisco, Calif., via INT of San Francisco 304° and Sausalito, Calif., 232° radials; Sausalito; to Sacramento, Calif.

V-151 From Providence, R. I., via Gardner, Mass.; Keene, N. H.; Lebanon, N. H., including a W alternate via INT of Keene 341° and Lebanon 211° radials; Montpelier, Vt.; to Burlington, Vt.

V-152 From St. Petersburg, Fla., via Orlando, Fla., including an N alternate via INT of St. Petersburg 039° and Orlando 258° radials and also an S alternate via Lakeland, Fla., to Daytona Beach, Fla., including an N alternate via INT of Orlando 354° and Daytona Beach 219° radials and also an S alternate via INT of Orlando 049° and Daytona Beach 161° radials.

V-153 From INT of Hartford, Conn., 223° and La Guardia, N. Y., 059° radials via La Guardia; INT of La Guardia 280° and Stillwater, N. J., 110° radials; Stillwater; Wilkes-Barre, Pa.; Georgetown, N. Y.; to Syracuse, N. Y.

V-154 From Meridian, Miss., via INT of Meridian 089° and Montgomery, Ala., 282° radials; Montgomery; Tuskegee, Ala.; INT of Tuskegee 078° and Columbus, Ga., 255° radials; Columbus, including an S alternate from Montgomery to Columbus via INT of Montgomery 090° and Columbus 219° radials; Macon, Ga ; Dublin, Ga.; to Savannah, Ga., including an N alternate from INT of Savannah 282° and Allendale, S. C., 216° radials to Savannah via INT of Allendale 216° and Savannah 305° radials.

V-155 From Augusta, Ga., via Chesterfield, S. C.; Pinehurst, N. C.; Raleigh, N. C.; Lawrenceville, Va.; INT of Lawrenceville direct radial to Richmond, Va., and Flat Rock, Va., 171° radials; Flat Rock; Gordonsville, Va.; Casanova, Va.; INT of Casanova 066° and Washington, D. C., 321° radials; to Washington. The airspace within R-6602 is excluded.

V-156 From Elkins, W. Va., via Gordonsville, Va. including an N alternate from Elkins to Gordonsville via Kessel, W. Va., excluding the airspace between the main and this alternate airway; Richmond, Va.; Harcum, Va.; to Cape Charles, Va. The airspace within R-6610 shall be used only after obtaining prior approval from appropriate authority.

V-157 From Key West, Fla., via Miami, Fla.; La Belle, Fla., including a W alternate from INT of Miami 221° and Fort Myers, Fla., 137° radials via INT of Fort Myers 137° and La Belle 162° radials to La Belle; Lakeland, Fla.; Ocala, Fla.; Gainesville, Fla.; Taylor, Fla.; Alma, Ga.; Allendale, S. C.; Vance, S. C.; to Florence, S. C. From Wilmington, N. C., via Kinston, N. C.; Rocky Mount, N. C.; Lawrenceville, Va.; Richmond, Va.; to Washington, D. C., including a W alternate from Richmond to Washington via INT of Richmond 348° and Brooke, Va., 187° radials, Brooke; INT of Brooke 045° and Washington 189° radials; Baltimore, Md.; INT of Baltimore 035° and New Castle, Del., 261° radials; New Castle; Robbinsville, N. J.; Colts Neck, N. J.; INT of Colts Neck 089° and Idlewild, N. Y., 195° radials; to Idlewild. The airspace within R-6612 is excluded. The airspace within R-6601 shall be used only after obtaining prior approval from appropriate authority.

V-158 From Waterloo, Iowa, via Dubuque, Iowa; to Polo, Ill. The airspace within R-3302 is excluded.

V-159 From Miami, Fla., via INT of Miami 346° and West Palm Beach, Fla., 219° radials; West Palm Beach; Vero Beach, Fla.; Orlando, Fla., including an E alternate from Vero Beach to Orlando via INT of Vero Beach 342° and Orlando 123° radials; Ocala, Fla., including a W alternate via Orlando 284° and Ocala 152° radials; Gainesville, Fla.; INT of Tallahassee, Fla., 090° and Valdosta, Ga., 235° radials; Albany, Ga., including a W alternate from Ocala to Albany via Cross City, Fla., and INT of Tallahassee 090° and Valdosta 235° radials; Eufaula, Ala.; Tuskegee, Ala.; to Birmingham, Ala.

V-160 From Denver, Colo., to Sidney, Nebr.

V-161 From Fort Worth, Tex., via INT of Fort Worth 318° and Ardmore, Okla., 192° radials; Ardmore; Okmulgee, Okla.; Tulsa, Okla.; Oswego, Kans.; Butler, Mo.; Blue Springs, Mo.; INT of Blue Springs 106° and Lamoni, Iowa, 174° radials; Lamoni; Des Moines, Iowa; Newton, Iowa; Waterloo, Iowa, including a W alternate from Des Moines to Waterloo via INT of Des Moines 023° and Waterloo 241° radials; Rochester, Minn.; to INT of Farmington, Minn., 077° and Minneapolis, Minn., 131° radials.

V-162 From Clarksburg, W. Va., via Grantsville, Md.; St. Thomas, Pa.; Harrisburg, Pa.; INT of Harrisburg 073° and Tower City, Pa., 128° radials; to Allentown, Pa., including an S alternate from Harrisburg via INT of Lancaster, Pa., 047° and Pottstown, Pa., 275° radials.

V-163 From Brownsville, Tex., via INT of Brownsville 339° and Alice, Tex., 171° radials; Alice; INT of Alice 350° and San Antonio, Tex., 167° radials; San Antonio, including a W alternate via INT of Alice 334° and San Antonio 183° radials; INT of San Antonio 002° and Lometa, Tex., 173° radials; Lometa, including a W alternate from San Antonio to Lometa via INT of San Antonio 334° and Llano, Tex., 180° radials and Llano; Mineral Wells, Tex.; INT of Mineral Wells 355° and Bridgeport, Tex., 224° radials; Bridgeport; Ardmore, Okla.; INT of Ardmore 342° and Oklahoma City, Okla., 154° radials; to Oklahoma City, including a W alternate via INT of Ardmore 327° and Oklahoma City 180° radials and also an E alternate via INT of Oklahoma City 107° and Tulsa, Okla., 228° radials. The airspace within Mexico and R-6301 is excluded.

V-164 From Buffalo, N. Y., via Wellsville, N. Y.; Stonyfork, Pa.; Williamsport, Pa.; INT of Williamsport 125° and Tannersville, Pa., 275° radials; to Tannersville.

V-165 From Lindbergh Field, Calif., via INT of Lindbergh Field 287° and Oceanside, Calif., 177° radials; Oceanside; INT of Long Beach, Calif., 135° and Santa Catalina, Calif., 075° radials; thence 6-mile wide airway to Long Beach.

V-166 From Parkersburg, W. Va., via Clarksburg, W. Va.; Kessel, W. Va.; Martinsburg, W. Va.; Westminster, Md.; to New Castle, Del.

V-167 From Coyle, N. J., via INT of Coyle 047° and Idlewild, N. Y., 195° radials; Idlewild; Hartford, Conn.; INT of Hartford 076° and Providence, R. I., 270° radials; Providence; INT of Providence 101° and and Hyannis, Mass., 224° radials; to Hyannis. The airspace at and below 1,200 feet above the surface between Providence and Hyannis is excluded.

V-168 From Medicine Bow, Wyo., via Scottsbluff, Nebr.; to O'Neill, Nebr.

V-169 From Tobe, Colo., via Hugo, Colo.; Thurman, Colo.; Arkon, Colo.; Sidney, Nebr.; Scottsbluff, Nebr.; Chadron, Nebr.; Smithwick, S. Dak.; to Rapid City, S. Dak., including an E alternate via INT of Chadron 017° and Rapid City 180° radials. The airspace within R-4701 is excluded.

V-170 From Nodine, Minn., via Dells, Wis.; INT of Dells 097° and Milwaukee, Wis., 307° radials; Milwaukee; INT of Milwaukee 102° and Pullman, Mich., 303° radials; Pullman; to Salem, Mich. From Erie, Pa., via Bradford, Pa.; Slate Run, Pa.; Selinsgrove, Pa.; Tower City, Pa.; INT of Lancaster, Pa., direct radial to Allentown, Pa., and Pottstown, Pa., 275° radial; to West Chester, Pa. The airspace within R-5802 is excluded.

V-171 From Louisville, Ky., via Scotland, Ind.; Lewis, Ind.; Danville, Ill., including a W alternate; Peotone, Ill.; Joliet, Ill.; Rockford, Ill.; Lone Rock, Wis.; Nodine, Minn.; INT of Nodine 298° and Farmington, Minn., 124° radials; Farmington; Darwin, Minn.; to Alexandria, Minn.

V-172 From Denver, Colo., via INT of Denver 061° and Hayes Center, Nebr., 276° radials; INT of Hayes Center 276° and North Platte, Nebr., 245° radials; North Platte; INT of North Platte 073° and Wolbach, Nebr., 266° radials; Wolbach; Neola, Iowa, including an N alternate; Newton, Iowa, including an N alternate; Cedar Rapids, Iowa, including an S alternate via INT of Newton 099° and Cedar Rapids 238° radials; Polo, Ill.; INT of Polo 088° and Chicago, Ill., 269° radials; Chicago; INT of Chicago 077° and South Bend, Ind., 310° radials; to South Bend.

V-173 From Springfield, Ill., via Roberts, Ill.; INT of Roberts 008° radial and Joliet, Ill., direct radial to Kedzie, Ill., RBN; to Kedzie, RBN.

V-174 From Falmouth, Ky., via York, Ky.; Henderson, W. Va.; Elkins, W. Va.; Linden, Va.; INT of Linden 095° and Washington, D. C., 245° radials; to Washington.

V-175 From Vichy, Mo., via INT of Vichy 321° and Hallsville, Mo., 209° radials; to Hallsville.

V-176 From Memphis, Tenn., via Holly Springs, Miss., including an S alternate via INT of Memphis 168° and Holly Springs 281° radials; to Birmingham, Ala., including an N alternate via INT of Holly Springs 099° and Birmingham 313° radials.

V-177 From Fort Wayne, Ind., via INT of Chicago Heights, Ill., 140° radial and Peotone, Ill., direct radial to Fort Wayne; to Chicago Heights. From Naperville, Ill.; to Janesville, Wis.

V-178 From Farmington, Mo., via Paducah, Ky., including an S alternate; Central City, Ky.; New Hope, Ky.; to Lexington, Ky.

V-179 From Paducah, Ky., via Centralia, Ill.; INT of Centralia 056° and Bible Grove, Ill., 219° radials; to Bible Grove.

V-180 From Austin, Tex., via INT of Austin 134° and Eagle Lake, Tex., 291° radials; Eagle Lake; to Galveston, Tex. The airspace within R-6310 shall be used only after obtaining prior approval from appropriate authority.

V-181 From Sioux Falls, S. Dak., via Watertown, S. Dak.; Fargo, N. Dak.; Grand Forks, N. Dak., including an E alternate; INT of Grand Forks 353° and Winnipeg, Canada, 180° radials; to United States-Canadian Border via Winnipeg 180° radial.

V-182 From Portland, Oreg., via The Dalles, Oreg., including an N alternate; to Baker, Oreg. From Douglas, Wyo.; to Chadron, Nebr.

V-183 From Santa Barbara, Calif.; to Bakersfield, Calif.

V-184 From Erie, Pa., via Tidioute, Pa.; Fitzgerald, Pa.; to Philipsburg, Pa.

V-185 From Savannah, Ga., via INT of Savannah 321° and Augusta, Ga.,157° radials, including a W alternate from Savannah to INT of Savannah 321° and Allendale, S. C., 216° radials via INT of Savannah 305° and Allendale 216° radials; Augusta; Greenwood, S. C.; Asheville, N. C.; INT of Asheville 300° and Knoxville, Tenn., 069° radials; to Knoxville, including an E alternate from Asheville to Knoxville via INT of Asheville 329° and Knoxville 069° radials, excluding the airspace between the main and this E alternate. The airspace within R-3003 is excluded.

V-187 From Albuquerque, N. Mex., via Farmington, N. Mex.; Dove Creek, Colo; Grand Junction, Colo.; Rock Springs, Wyo.; INT of Rock Springs 026° and Boysen Reservoir, Wyo., 186° radials; Boysen Reservoir; Billings, Mont.; INT of Billings 317° and Great Falls, Mont., 122° radials; to Great Falls.

V-188 From Carleton, Mich., via Jefferson, Ohio; Tidioute, Pa.; Slate Run, Pa.; Williamsport, Pa.; Thornhurst, Pa.; to Tannersville, Pa.

V-189 From Rocky Mount, N. C., via Franklin, Va.; to Hopewell, Va.

V-190 From Phoenix, Ariz., via St. Johns, Ariz.; Albuquerque, N. Mex., including an N alternate via INT of St. Johns, 053° and Grants, N. Mex., 252° radials, and Grants; Las Vegas, N. Mex.; Dalhart, Tex.; Gage, Okla.; INT of Gage 059° and Ponca City, Okla., 280° radials; Ponca City; INT of Ponca City 094° and Bartlesville, Okla., 256° radials; Bartlesville; INT of Bartlesville 075° and Oswego, Kans., 233° radials; Oswego; INT of Oswego 085° and Springfield, Mo., 261° radials; Springfield; Maples, Mo.; Farmington, Mo.; to Evansville, Ind.

V-191 From Memphis, Tenn., via Walnut Ridge, Ark.; Farmington, Mo.; INT of Farmington 351° and Troy, Ill., 234° radials; Troy; Decatur, Ill.; Roberts, Ill.; INT of Roberts 008° and Joliet, Ill., direct radial to Kedzie, Ill., RBN. From Chicago, Ill., via INT of Chicago, 019° and Milwaukee, Wis., 121° radials; Milwaukee; Oshkosh, Wis.; Stevens Point, Wis.; Wausau, Wis.; to Rhinelander, Wis.

V-192 From Zuni, N. Mex., via Socorro, N. Mex.; Corona, N. Mex.; to Tucumcari, N. Mex.

V-193 From INT of Pullman, Mich., 243° and South Bend, Ind., 310° radials via Pullman; Grand Rapids, Mich., Kent County Airport ILS LOM; White Cloud, Mich.; Traverse City, Mich.; Pellston, Mich; INT of Pellston 003° and Sault Ste. Marie, Mich., 214° radials; to Sault Ste. Marie.

V-194 From Lafayette, La., via Baton Rouge, La.; McComb, Miss.; to Meridian, Miss. From Norcross, Ga., via INT of Norcross 054° and Royston, Ga., 278° radials; Royston; Greenwood, S. C.; INT of Greenwood 060° and Fort Mill, S. C., 227° radials; Fort Mill; INT of Fort Mill 069° and Raleigh-Durham, N. C., 240° radials; Raleigh-Durham; including an N alternate from Fort Mill to Raleigh-Durham via Liberty, N. C.; Rocky Mount, N. C., including an N alternate via INT of Raleigh-Durham 037° and Rocky Mount 283° radials; Cofield, N. C.; Norfolk, Va., including an S alternate via INT of Cofield 084° and Norfolk 209° radials; to INT of Norfolk 001° and Cape Charles, Va., 313° radials.

V-195 From Oakland, Calif., via INT of Oakland 004° and Williams, Calif., 191° radials; Williams; INT of Williams 002° and Red Bluff, Calif., 158° radials; Red Bluff; to Fortuna, Calif.

V-196 From INT of Plattsburgh, N. Y., 236° radial and Massena, N. Y., direct radial to Albany, N. Y.; to Plattsburgh.

V-198 From San Simon, Ariz., via INT of San Simon 124° radial and Cochise, Ariz., direct radial to Columbus, N. Mex.; Columbus; El Paso, Tex.; INT of El Paso 132° and Hudspeth, Tex., 272° radials; Hudspeth; INT of Hudspeth 117° and Fort Stockton, Tex., 274° radials; Fort Stockton; Rock Springs, Tex.; INT of Rock Springs 090° and San Antonio, Tex., direct radial to Junction, Tex.; San Antonio; Eagle Lake, Tex.; INT of Eagle Lake 091° and Houston, Tex., 271° radials; to Houston.

V-199 From San Francisco, Calif., via INT of San Francisco 304° and Ukiah, Calif., 172° radials; Ukiah; to Red Bluff, Calif.

V-200 From Ukiah, Calif., via Williams, Calif.; to Reno, Nev. From Delta, Utah, via INT of Delta 004° and Provo, Utah, 257° radials; Provo; Myton, Utah; to Meeker, Colo. The airspace within R-6401 is excluded.

V-201 From INT of Los Angeles, Calif., 207° and Long Beach, Calif., 250° radials; via Los Angeles; to Palmdale, Calif.

V-202 From Tucson, Ariz., RBN via INT of Tucson RBN 157° bearing and Cochise, Ariz., 257° radial; Cochise; San Simon, Ariz.; to Truth or Consequences, N. Mex.

V-203 From Norwich, Conn., via Chester, Mass.; INT of Poughkeepsie, N. Y., direct radial to Cambridge, N. Y., and Chester 293° radial; Albany, N. Y.; Massena, N. Y.; to St. Eustache, Quebec. The airspace within Canada is excluded.

V-204 From Hoquiam, Wash., to Olympia, Wash.

V-205 From Springfield, Mo., via Blue Springs, Mo., including a W alternate via INT of Springfield 316° and Blue Springs 178° radials; Kansas City, Mo.; St. Joseph, Mo.; INT of St. Joseph 343° and Neola, Nebr., 157° radials; INT of Neola 157° and Omaha, Nebr., 124° radials; Omaha; to Sioux City, Iowa, including a W alternate via INT of Omaha 320° and Sioux City 175° radials.

V-206 From Blue Springs, Mo., via INT of Blue Springs 056° and Kirksville, Mo., 225° radials; to Kirksville.

V-207 From Denver, Colo., via Gill, Colo.; to Scottsbluff, Nebr.

V-208 From Los Angeles, Calif., via INT of Los Angeles 185° and Santa Catalina, Calif., 355° radials; Santa Catalina; Oceanside, Calif.; Julian, Calif.; Thermal, Calif.; Twentynine Palms, Calif.; Needles, Calif.; to Peach Springs, Ariz. The airspace within R-2503 and below 2,000 feet MSL outside the United States is excluded.

V-209 From Mobile, Ala., via INT of Mobile 005° and Meridian, Miss., 089° radials; to Tuscaloosa, Ala.

V-210 From INT of Los Angeles, Calif., 236° and Long Beach, Calif., 266° radials via Los Angeles; INT of Los Angeles 061° and Daggett, Calif., 234° radials; INT of Daggett 234° and Hector, Calif., 265° radials; Hector; Goffs, Calif.; Peach Springs, Ariz., Tuba City, Ariz., Farmington, N. Mex.; INT of Farmington 086: and Alamosa, Colo., 232° radials; Alamosa; INT of Alamosa 075° and Pueblo, Colo., 203° radials; to Pueblo. From Kansas City, Mo., via Marshall, Mo.; Hallsville, Mo., including an N alternate via INT of Kansas City 076° and Hallsville 292° radials; St. Louis, Mo., including an N alternate; Vandalia, Ill.; Terre Haute, Ind.; Indianapolis, Ind., including an S alternate via INT of Terre Haute 079° and Indianapolis 230° radials; INT of Indianapolis 069° and Fort Wayne, Ind., 187° radials; Rosewood, Ohio; Tiverton, Ohio; Imperial, Pa.; INT of Imperial 074° and Carrolltown, Pa., 276° radials; Carrolltown; INT of Carrolltown 112° and Harrisburg, Pa., 273° radials; to Harrisburg.

V-211 From Fort Stockton, Tex., via INT of Rock Springs, Tex., 308° radial and Fort Stockton direct radial to Junction, Tex.; Rock Springs; INT of Rock Springs 133° radial and Cotulla, Tex., direct radial to Junction; to Cotulla.

V-213 From Myrtle Beach, S. C., via INT of Kinston, N. C., 214° and Rocky Mount, N. C., 191° radials; Rocky Mount; Hopewell, Va.; INT of Hopewell 019° and Brooke, Va., 131° radials; Patuxent River, Md.; Kenton, Del.; Woodstown, N. J.; INT of Pottstown, Pa., 104° and Robbinsville, N. J., 239° radials; Robbinsville; to Idlewild, N. Y. The airspace within R-4005, R-4006, R-4007, and R-6607 is excluded.

V-214 From Columbus, Ohio, Port Columbus Airport ILS localizer via Zanesville, Ohio; Bellaire, Ohio; to Pittsburgh, Pa. From Richmond, Ind., to INT of Richmond 090° and Rosewood, Ohio, 202° radials.

V-215 From Muskegon, Mich., to White Cloud, Mich.

V-216 From Lamar, Colo., via Hill City, Kans.; Mankato, Kans., including an N alternate; Pawnee City, Nebr., including an S alternate; Lamoni, Iowa; Ottumwa, Iowa; to Iowa City, Iowa. From Janesville, Wis., via INT of Janesville 076° and Muskegon, Mich., 252° radials; Muskegon; Saginaw, Mich.; Peck, Mich.; to Toronto, Ontario, Canada. The airspace within Canada is excluded.

V-217 From Chicago, Ill., via INT of Chicago 019° and Milwaukee, Wis., 137° radials; INT of Milwaukee 137° and Milwaukee (General Mitchell Field) ILS localizer front course; Milwaukee, (General Mitchell Field) ILS localizer; INT of Milwaukee (General Mitchell Field) ILS localizer back course and Green Bay 165° radial; Green Bay; to Rhinelander, Wis.

V-218 From Rochester, Minn., via Waukon, Iowa; Rewey, Wis.; Rockford, Ill.; INT of Rockford, 136° and Naperville, Ill., 290° radials; Naperville; Keeler, Mich.; Lansing, Mich.; Pontiac, Mich.; to INT of Pontiac 091° and Flint, Mich., 140° radials.

V-219 From Hayes Center, Nebr., via INT of Hayes Center 059° and Wolbach, Nebr., 251° radials; to Wolbach.

V-220 From INT of Kremmling, Colo., 081° and Denver, Colo., 334° radials via Akron, Colo.; to Hayes Center, Nebr.

V-221 From Fort Wayne, Ind., via Litchfield, Mich.; Jackson, Mich.; INT of Jackson 084° and Salem, Mich., 254° radials; Salem; INT of Salem 079° and Erie, Pa., 294° radials; to Erie. The airspace within Canada is excluded.

V-222 From El Paso, Tex., via Salt Flat, Tex.; Culberson, Tex.; Fort Stockton, Tex.; Junction, Tex.; INT of San Antonio, Tex., 334° and Llano, Tex., 180° radials; San Antonio; INT of Austin, Tex., 109° and College Station, Tex., 202° radials; Houston, Tex.; Beaumont, Tex.; Lake Charles, La., including an N alternate from Houston to Lake Charles via INT of Houston 044° and Lake Charles 273° radials; INT of Lake Charles 058° and McComb, Miss., 251° radials; McComb; Hattiesburg, Miss.; to Evergreen, Ala. From Norcross, Ga., via INT of Norcross 026° and Toccoa, Ga., 230° radials; Toccoa; Asheville, N. C.; Hickory, N. C.; Lynchburg, Va.; Gordonsville, Va.; INT of Gordonsville 058° and Brooke, Va., 252° radials; Brooke; INT of Brooke 072° and Nottingham, Md., 174° radials; to Nottingham. The airspace within R-6611 shall be used only after obtaining prior approval from appropriate authority.

V-223 From Herndon, Va., to Harrisburg, Pa.

V-224 From Carleton, Mich., to INT of Carleton 076° and Erie, Pa., 280° radials. The airspace within Canada is excluded.

V-225 From Key West, Fla., via Fort Myers, Fla., La Belle, Fla., to Vero Beach, Fla. The airspace above 20,000 feet MSL within W-173 is excluded.

V-226 From Ellwood City, Pa., to Keating, Pa. From Williamsport, Pa., via Thornhurst, Pa.; Stillwater, N. J.; INT of Stillwater 110° and Idlewild, N. Y., 297° radials; to Idlewild.

V-227 From INT of Louisville, Ky., 310° and Indianapolis, Ind., 185° radials via Indianapolis; INT of Indianapolis direct radial to Westpoint, Ind., and Lafayette, Ind., 159° radials; to Lafayette.

V-228 From Northbrook, Ill.; to South Bend, Ind.

V-229 From Wilmington, N. C., via INT of Wilmington 036° and New Bern, N. C., 231° radials; New Bern; to Cofield, N. C.

V-230 From INT of Big Sur, Calif., 325° and Salinas, Calif., 281° radials via Salinas; Los Banos, Calif.; INT of Los Banos 086° and Fresno, Calif., 258° radials; to Fresno. The airspace within R-2511 and below 5,000 feet MSL within W-283 is excluded.

V-231 From Missoula, Mont., to INT of Missoula 354° and Mullan Pass, Idaho, 089° radials.

V-232 From Sandusky, Ohio, via INT of Sandusky 063° and Chardon, Ohio, 280° radials; Chardon; Fitzgerald, Pa.; Keating, Pa.; Milton, Pa.; Tannersville, Pa.; INT of Tannersville 114° and Solberg, N. J., 051° radials; to Idlewild, N. Y.

V-233 From Springfield, Ill., via Peoria, Ill., including an E alternate from Springfield to Peoria via INT of Springfield 014° and Peoria 122° radials; Cordova, Ill.; to Cedar Rapids, Iowa.

V-234 From Anton Chico, N. Mex., via INT of Anton Chico 067° and Dalhart, Tex., 243° radials; Dalhart; Liberal, Kans.; to Hutchinson, Kans.

V-235 From Provo, Utah, to Fort Bridger, Wyo.

V-236 From INT of Bonneville, Utah, 084° and Ogden, Utah, 235° radials; to Ogden.

V-237 From Needles, Calif., to Mormon Mesa, Nev.

V-238 From Philipsburg, Pa., via INT of Philipsburg direct radial to Selinsgrove, Pa., and Williamsport, Pa., 227° radial; Tower City, Pa.; INT of Lancaster, Pa., direct radial to Allentown, Pa., and Pottstown, Pa., 275° radial; West Chester, Pa.; INT of West Chester 120° radial and Philadelphia, Pa., International Airport ILS localizer 256° course; Woodstown, N. J.; Millville, N. J.; to Atlantic City, N. J. The airspace within R-5802 is excluded.

V-239 From Sea Isle, N. J., via Woodstown, N. J., to New Castle, Del.

V-240 From New Orleans, La., via INT of New Orleans 100° and Mobile, Ala., 224° radials; to Mobile.

V-241 From Crestview, Fla., via INT of Crestview 076° and Dothan, Ala., 240° radials; Dothan; Eufaula, Ala.; Columbus, Ga.; to Atlanta, Ga., including a W alternate via INT of Columbus 011° and Atlanta 233° radials.

V-242 From Mobile, Ala., to Brookley, Ala.

V-243 From Jacksonville, Fla., via INT of Jacksonville 319° and Alma, Ga., 148° radials; Alma; INT of Alma 305° and Vienna, Ga., 135° radials; Vienna; Atlanta, Ga., including a W alternate via INT of Vienna 286° and Atlanta 164° radials; INT of Atlanta 007° and Chattanooga, Tenn., 152° radials; Chattanooga; Bowling Green, Ky.; to Scotland, Ind.

V-244 From Oakland, Calif., via INT of Oakland 077° and Stockton, Calif., 268° radials; Stockton, including an S alternate via INT of Oakland 110° and Stockton 246° radials; to INT of Stockton 085° and Fresno, Calif., 347° radials. From Coaldale, Nev., via Tonopah, Nev.; Wilson Creek, Nev.; Milford, Utah; to INT of Milford 088° and Bryce Canyon, Utah, 355° radials. From Hanksville, Utah, via LaSal, Utah; to Gunnison, Colo. From INT of Pueblo, Colo., 275° and Alamosa, Colo., 005° radials via Pueblo; Lamar, Colo.; to Russell, Kans.

V-245 From Goffs, Calif., via INT of Goffs 030° and Las Vegas, Nev., 157° radials; to Las Vegas.

V-246 From Rosewood, Ohio, via Mansfield, Ohio; to INT of Cleveland, Ohio, 138° and Tiverton, Ohio, 017° radials.

V-247 From Douglas, Wyo., to Crazy Woman, Wyo.

V-248 From Paso Robles, Calif., via Avenal, Calif.; to Bakersfield, Calif., including an S alternate via INT of Avenal 145° and Bakersfield 243° radials.

V-249 From Colts Neck, N. J., via INT of Colts Neck 314° and Sparta, N. J., 170° radials; Sparta; Huguenot, N. Y.; De Lancy, N. Y.; to Utica, N. Y.

V-250 From INT of Pittsburgh, Pa., 223° and Imperial, Pa., 193° radials via Imperial; Ellwood City, Pa.; to Clarion, Pa.

V-251 From Montebello, Va., via Front Royal, Va.; Martinsburg, W. Va.; Lancaster, Pa.; Pottstown, Pa.; Sparta, N. J.; to Hartford, Conn.

V-252 From Buffalo, N. Y., via Geneseo, N. Y.; Watkins Glenn, N. Y.; Binghamton, N. Y.; Huguenot, N. Y.; Sparta, N. J.; to INT of Sparta 144° and Solberg, N. J., 051° radials.

V-253 From Provo, Utah, to INT of Ogden, Utah, 194° and Provo, 315° radials. From INT of Salt Lake City, Utah, 265° and Ogden 225° radials via Bonneville, Utah; Lucin, Utah; Twin Falls, Idaho; to Boise, Idaho.

V-254 From INT of Lancaster, Pa., direct radial to Allentown, Pa., and Pottstown, Pa., 275° radial via Pottstown; to INT of Pottstown 104° radial and Robbinsville, N. J., direct radial to New Castle, Del.

V-255 From Burlington, Iowa, via Moline, Ill.; Cordova, Ill.; Rockford, Ill.; to Janesville, Wis.

V-256 From INT of Lancaster, Pa., direct radial to Allentown, Pa., and Pottstown, Pa., 275° radial via Pottstown; to Yardley, Pa.

V-257 From Phoenix, Ariz., via Prescott, Ariz.; Drake, Ariz.; to INT of Drake 002° and Tuba City, Ariz., 256° radials. From INT of Delta, Utah, 174° and Milford, Utah, 051° radials via Delta; INT of Delta 004° and Malad City, Idaho, 179° radials; Malad City, including a W alternate from INT of Malad City 179° and Ogden, Utah, 276° radials via INT of Salt Lake City, Utah, 320° and Malad City 200° radials; Pocatello, Idaho; Dubois, Idaho; Dillon, Mont.; Butte, Mont.; INT of Butte 002° and Helena, Mont., 272° radials; INT of Helena 272° and Great Falls, Mont., 222° radials; to Great Falls. The airspace within R-6401 and R-6403 is excluded.

V-258 From Charleston, W. Va., via Beckley, W. Va.; INT of Pulaski, Va., 009° and Bluefield, W. Va., 071° radials; Roanoke, Va.; to INT of Roanoke 137° and South Boston, Va., 298° radials.

V-259 From Fort Mill, S. C., to Holston Mountain, Tenn., including an E alternate via Hickory, N. C., and INT of Hickory 350° and Holston Mountain 103° radials.

V-260 From Charleston, W. Va., via Rainelle, W. Va., including an N alternate via INT of Charleston 083° and Rainelle 317° radials; Roanoke, Va.; Lynchburg, Va., including an S alternate via INT of Roanoke 177° and Lynchburg 253° radials; Flat Rock, Va.; Richmond, Va.; Hopewell, Va.; to INT of Hopewell 134° radial and Norfolk, Va., direct radial to Cofield, N. C.

V-261 From Pulaski, Va., to Beckley, W. Va.

V-262 From Peoria, Ill., via Bradford, Ill.; Joliet, Ill.; to Kedzie, Ill., RBN.

V-263 From Cimarron, N. Mex., via Tobe, Colo.; Lamar, Colo.; Hugo, Colo.; to Thurman, Colo. From Pierre, S. Dak., to Aberdeen, S. Dak., (11-mile wide airway from a point 45 nmi from Pierre to a point 45 nmi from Aberdeen).

V-264 From Los Angeles, Calif., via Ontario, Calif.; INT of Ontario 091° and Twentynine Palms, Calif., 244° radials; Twentynine Palms; Parker, Calif.; Prescott, Ariz.; St. Johns, Ariz.; to Socorro, N. Mex.

V-265 From Westminster, Md., via INT of Westminster 345° and Harrisburg, Pa., 196° radials; Harrisburg; Philipsburg, Pa.; Bradford, Pa.; Jamestown, N. Y.; to Dunkirk, N. Y.

V-266 From Hickory, N. C., via South Boston, Va.; Lawrenceville, Va.; to Franklin, Va.

V-267 From Miami, Fla., via Pahokee, Fla.; Orlando, Fla.; Jacksonville, Fla., including an E alternate from Orlando to Jacksonville via Daytona Beach, Fla., and INT of Daytona Beach 308° and Jacksonville 174° radials; INT of Jacksonville 334° and Dublin, Ga., 137° radials; Dublin; Norcross, Ga.; INT of Norcross 011° and Knoxville, Tenn., 181° radials; to Knoxville, including an E alternate.

V-268 From INT of Grantsville, Md., 082° and Martinsburg, W. Va., 297° radials via INT of Grantsville 082° and Martinsburg 341° radials; Westminster, Md.; Baltimore, Md.; INT of Baltimore 097° and Kenton, Del., 242° radials; Kenton; to INT of Kenton 086° and Sea Isle, N. J., 049° radials.

V-269 From Wells, Nev., via Twin Falls, Idaho; Burley, Idaho; to Pocatello, Idaho.

V-270 From Erie, Pa., via Jamestown, N. Y.; Wellsville, N. Y.; Elmira, N. Y.; Binghamton, N. Y.; De Lancey, N. Y.; to Chester, Mass.

V-271 From Kenton, Del., via Woodstown, N. J.; INT of Philadelphia, Pa., International Airport ILS localizer 256° course and West Chester, Pa., 120° radial; to West Chester.

V-272 From Sayre, Okla., via Oklahoma City, Okla., including an N alternate and also an S alternate via INT of Sayre 101° and Oklahoma City 242° radials; INT of Oklahoma City 107° and Ardmore, Okla., 006° radials; to McAlester, Okla.

V-273 From Huguenot, N. Y., via Hancock, N. Y.; Georgetown, N. Y.; to Syracuse, N. Y.

V-274 From Grand Rapids, Mich., Kent County Airport ILS LOM to Saginaw, Mich.

V-275 From Cincinnati, Ohio, via INT of Cincinnati 006° radial and Dayton, Ohio, Dayton Airport ILS localizer SW course; Dayton, including a W alternate from Cincinnati to Dayton via INT of Cincinnati 336° and Richmond, Ind., 190° radials and Richmond; INT of Findlay, Ohio, 212° radial and Rosewood, Ohio, direct radial to Fort Wayne, Ind.; Findlay; Waterville, Ohio; to Carleton, Mich.

V-276 From Briggs, Ohio, via Ellwood City, Pa.; Tyrone, Pa., INT of Philipsburg, Pa., direct radial to Harrisburg, Pa., and Tower City, Pa., 279° radial; Tower City; Yardley, Pa.; Robbinsville, N. J.; to INT of Robbinsville 097° and Coyle, N. J., 057° radials.

V-277 From Rosewood, Ohio, via Fort Wayne, Ind.; to Keeler, Mich.

V-278 From Texico, N. Mex., via INT of Texico 104° and Guthrie, Tex., 293° radials; Guthrie; Bridgeport, Tex.; Dallas, Tex.; Paris, Tex.; Texarkana, Ark.; Greenwood, Miss.; Columbus, Miss.; to Birmingham, Ala., including an S alternate from Columbus to Birmingham via INT of Columbus 082° and Tuscaloosa, Ala., 304° radials, and Tuscaloosa, excluding the airspace between the main and this alternate airway.

V-279 From Columbus, Ohio, RBN to Findlay, Ohio.

V-280 From El Paso, Tex., via INT of El Paso 093° and Clint, Tex., 038° radials; Pinon, N. Mex.; Roswell, N. Mex.; INT of Roswell 063° and Texico, N. Mex., 216° radials; Texico, including an S alternate via INT of Roswell 080° and Texico 216° radials; INT of Texico 021° and Amarillo, Tex., 267° radials; to Amarillo. From Gage, Okla., via Hutchinson, Kans.; INT of Hutchinson 062° and Topeka, Kans., 236° radials; Topeka; INT of Topeka 064° and Kansas City, Mo., 275° radials; to Kansas City.

V-281 From Redmond, Oreg., via Pendleton, Oreg.; Walla Walla, Wash., including an E alternate from Pendleton to Walla Walla via INT of Pendleton 090° and Walla Walla 215° radials; INT of Walla Walla 023° and Spokane, Wash., 190° radials; to Spokane.

V-282 From INT of Massena, N. Y., 163° and St. Eustache, Quebec 200° radials to St. Eustache. The airspace within Canada is excluded.

V-283 From Fresno, Calif., to INT of Fresno 002° and Friant, Calif., 318° radials. From Reno, Nev., via Lakeview, Oreg.; Redmond, Oreg.; to Newberg, Oreg.

V-284 From Fort Stockton, Tex., via INT of Fort Stockton 097° and San Angelo, Tex., 237° radials; San Angelo, including an N alternate from Fort Stockton direct to San Angelo, excluding the airspace between the main and this alternate airway.

V-285 From Kokomo, Ind., via INT of Kokomo 012° and Goshen, Ind., 168° radials; to Goshen.

V-286 From Front Royal, Va., via Casanova, Va.; INT of Brooke, Va., 300° and Herndon, Va., 193° radials; Brooke; to Cape Charles, Va.

V-287 From North Bend, Oreg., via Newberg, Oreg.; Portland, Oreg., including an E alternate via Newberg 069° and Portland 196° radials; INT of Portland 353° and Olympia, Wash., 165° radials; Olympia; INT of Olympia 010° and Seattle, Wash., 322° radials; INT of Seattle 322° and Port Angeles, Wash., 090° radials; Port Angeles; to Neah Bay, Wash., RBN. The airspace within R-6705 and Canada is excluded. The airspace within R-6711 shall be used only after obtaining prior approval from appropriate authority.

V-288 From Lucin, Utah, via INT of Fort Bridger, Wyo., 278° radial and Ogden, Utah, direct radial to Malad City, Idaho; to Fort Bridger.

V-289 From Beaumont, Tex., via INT of Beaumont 334° and Lufkin, Tex., 160° radials; Lufkin, including an E alternate; INT of Lufkin 355° and Gregg County, Tex., 181° radials; Gregg County; Texarkana, Ark.; to Fort Smith, Ark. The airspace within R-2401 and R-2402 shall be used only after obtaining prior approval from appropriate authority.

V-290 From Charleston, W. Va., via Rainelle, W. Va.; to Montebello, Va.

V-292 From Hartford, Conn., via Putnam, Conn.; to INT of Putnam 043° and Boston, Mass., 256° radials.

V-294 From Des Moines, Iowa, via Des Moines 086° and Cedar Rapids, Iowa, 238° radials; to Cedar Rapids.

V-295 From Biscayne Bay, Fla., via INT of Biscayne Bay 021° and Vero Beach, Fla., 143° radials; Vero Beach; INT of Vero Beach 296° and Orlando, Fla., 161° radials; Orlando, including an E alternate from Vero Beach to Orlando; via INT of Vero Beach 342° and Orlando 099° radials; INT of Orlando 284° and Cross City, Fla., 150° radials; to Cross City. The airspace within W-497A and W-497B shall be used only after obtaining prior approval from appropriate authority.

V-296 From Asheville, N. C., to Fort Mill, S. C.

V-297 From Johnstown, Pa., via Ellwood City, Pa.; INT of Ellwood City 282° and Akron, Ohio, 130° radials; Akron; Strongsville, Ohio; INT of Strongsville 306° and Carleton, Mich., 117° radials; to Carleton. The airspace within Canada is excluded.

V-298 From Pendleton, Oreg., to McCall, Idaho. From Dubois, Idaho, to INT of Dubois 100° and Pocatello, Idaho, 043° radials. From Dunoir, Wyo., via Boysen Reservoir, Wyo.; Casper, Wyo.; Smithwick, S. Dak.; Winner, S. Dak.; to Sioux Falls, S. Dak. The airspace within R-6101 is excluded.

V-299 From Los Angeles, Calif., via Gorman, Calif., including a W alternate from Los Angeles to Gorman via INT of Los Angeles 139° and Long Beach, Calif., 287° radials; INT of Long Beach 287° and Fillmore, Calif., 163° radials, Fillmore; to Bakersfield, Calif.

V-300 From Lakehead, Ont., via Whitefish, Mich.; Sault Ste. Marie, Mich., including an N alternate via INT of Whitefish 084° and Sault Ste. Marie 328° radials; to Wiarton, Ont., Canada, including an N alternate. From Sherbrooke, Quebec, Canada, via Millinocket, Maine, including an N alternate from St. Johns, Quebec, Canada, to Millinocket via INT of St. Johns 071° and Millinocket 279° radials. The airspace within Canada is excluded.

V-307 From Victoria, British Columbia, Canada, RR to Vancouver, British Columbia, Canada. The airspace within Canada is excluded.

V-314 From Millinocket, Maine, via Princeton, Maine, to St. John, New Brunswick, Canada. The airspace within Canada is excluded.

V-421 From Truth or Consequences, N. Mex., via St. Johns, Ariz.; Zuni, N. Mex.; to Farmington, N. Mex.

V-422 From Chicago Heights, Ill., via INT of Chicago Heights 117° and Knox, Ind., 276° radials; Knox; Wolflake, Ind.; INT of Goshen, Ind., direct radial to Findlay, Ohio, and Fort Wayne, Ind., direct radial to Litchfield, Mich.; Defiance, Ohio, to Attica, Ohio.

V-423 From Binghamton, N. Y., via Ithaca, N. Y.; INT of Ithaca 356° radial and Syracuse, N. Y., 211° radials; to Syracuse.

V-424 From Blue Springs, Mo., via Marshall, Mo., to Macon, Mo.

V-425 From Brookley, Ala., to INT of Brookley 357° and Mobile, Ala., 044° radials.

V-426 From Richwoods, Mo., via St. Louis, Mo., to INT of St. Louis 062° radial and Troy, Ill., direct radial to Decatur, Ill.

V-427 From Newcomerstown, Ohio, to Briggs, Ohio.

V-428 From Elmira, N. Y., via Ithaca, N. Y.; Georgetown, N. Y.; to Utica, N. Y.

V-429 From Decatur, Ill., via Champaign, Ill.; Roberts, Ill.; Joliet, Ill.; INT of Joliet 008° and Naperville, Ill., 340° radials; INT of Naperville 340° and Milwaukee, Wis., 198° radials; to Milwaukee.

V-430 From Williston, N. Dak., to Minot, N. Dak.

V-431 From Cambridge, N. Y., via Glens Falls, N. Y.; to Plattsburgh, N. Y.

V-432 From Thermal, Calif., to Parker, Calif.

V-433 From New Castle, Del., via Yardley, Pa.; INT of Yardley 059° and La Guardia, N. Y., 231° radials; La Guardia; Trinity, N. Y.; to INT of Trinity 093° and Norwich, Conn., 227° radials.

V-434 From Ottumwa, Iowa, via Moline, Ill.; to Peoria, Ill.

V-435 From Rosewood, Ohio, via Attica, Ohio; to Carleton, Mich. The airspace within R-5502 shall be used only after obtaining prior approval from appropriate authority.

V-437 From Daytona Beach, Fla., via Savannah, Ga.; Charleston, S. C.; INT of Charleston 029° and Florence, S. C., 179° radials; to Florence, including a W alternate from Charleston direct to Florence, and including the airspace between lines diverging from Daytona Beach to points of tangency to a circle with a radius of 8.7 miles centered at lat. 30° 43' 50"N, long. 81° 06' 45"W, within the circumference of the circle and between lines tangent to that circle converging to Savannah, Ga. The airspace below 7,500 feet MSL between Marion, Fla., INT (INT of Daytona Beach 360° and Jacksonville, Fla., 144° radials) and Sea Island, Ga., INT (INT of Jacksonville 027° and Savannah 182° radials), the airspace below 4,500 feet MSL between Savannah and Charleston, and the airspace of the W alternate above 12,000 feet MSL between Charleston and Florence are excluded.

V-439 From Dickinson, N. Dak., to Williston, N. Dak.

V-441 From INT of St. Petersburg, Fla., 153° radial and Tampa, Fla., International Airport ILS localizer S course via Tampa International Airport ILS localizer; INT of Tampa International Airport ILS localizer N course and Ocala, Fla., 212° radial; to Ocala.

V-442 From Hector, Calif., via INT of Hector 091° and Parker, Calif., 320° radials; to Parker.

V-443 From Bellaire, Ohio, via Newcomerstown, Ohio; Tiverton, Ohio; to Cleveland, Ohio, including an E alternate via INT of Tiverton 017° and Cleveland 138° radials.

V-444 From Spokane, Wash., via INT of Spokane 125° and Mullan Pass, Idaho, 234° radials; to Mullan Pass.

V-445 From La Guardia, N. Y., via INT of La Guardia 338° and Clermont, N. Y., 192° radials; to Clermont. The airspace within R-5206 shall be used only after obtaining prior approval from appropriate authority.

V-446 From Troy, Ill., via INT of Troy 099° and Centralia, Ill., 056° radials; to Samsville, Ill.

V-447 From Montpelier, Vt., to Newport, Vt., RBN.

V-448 From Ephrata, Wash., via INT of Ephrata 096° and Mullan Pass, Idaho, 260° radials; to Mullan Pass.

V-449 From DeLancy, N. Y., via Rockdale, N. Y.; to INT of Rockdale 348° and Utica, N. Y., 280° radials.

V-450 From Muskegon, Mich., to Green Bay, Wis. The airspace within R-6903 shall be used only after obtaining prior approval from the appropriate authority.

V-451 From INT of Whitman, Mass., 177° and Providence, R. I., 118° radials via Whitman; to Boston, Mass. The airspace below 1,200 feet above the surface within V-146 is excluded.

V-454 From Evergreen, Ala., via INT of Evergreen 075° and Columbus, Ga., 219° radials; Columbus; McDonough, Ga.; Greenwood, S. C.; INT of Greenwood 060° and Fort Mill, S. C., 227° radials; Fort Mill; Liberty, N. C.; Lawrenceville, Va.; to Hopewell, Va.

V-455 From New Orleans, La., via Picayune, Miss.; Hattiesburg, Miss., including a W alternate from New Orleans to Hattiesburg via INT of New Orleans 357° and Hattiesburg 221° radials; to Meridian, Miss., including a W alternate via INT of Hattiesburg 010° and Meridian 229° radials. The airspace at and below 1,200 feet MSL between New Orleans and Hattiesburg is excluded.

V-457 From Norwich, Conn., via Providence, R. I.; INT of Providence 017° and Boston, Mass., 223° radials; to Boston.

V-458 From Julian, Calif., via INT of Julian 130° and El Centro, Calif., 272° radials; to El Centro.

V-459 From Fresno, Calif., via Friant, Calif.; INT of Friant 319° and Linden, Calif., 124° radials; to Linden.

V-460 From Julian, Calif., via INT of Julian 055° and Blythe, Calif., 272° radials; to Blythe.

V-461 From Gila Bend, Ariz., to Buckeye, Ariz.

V-462 From Houghton, Mich., via Whitefish, Mich., to Sault Ste. Marie, Mich. The airspace within Canada is excluded.

V-463 From Dunkirk, N. Y., to Geneseo, N. Y.

V-465 From Miles City, Mont., to Williston, N. Dak., including an E alternate.

V-467 From La Guardia, N. Y., via INT of La Guardia 338° and Huguenot, N. Y., 131° radials; to Huguenot.

V-468 From Newcomerstown, Ohio, via INT of Newcomerstown 058° and Wheeling, W. Va., 306° radials; to Ellwoo City, Pa.

V-469 From Danville, Va., to Lynchburg, Va.

V-470 From Lakehead, Ont., Canada, via Houghton, Mich.; Marquette, Mich.; INT of Marquette 067° and and Whitefish, Mich., 282° radials; to Whitefish. The airspace within Canada is excluded.

V-471 From Bangor, Maine, via Millinocket, Maine; Houlton, Maine; to INT of Houlton 085° radial and United States-Canadian border.

V-472 From Franklin, Va. to Elizabeth City, N C

V-474 From Bellaire, Ohio, via Indian Head, Pa.; St. Thomas, Pa.; to Lancaster, Pa.

V-475 From Deer Park, N. Y. via Madison, Conn.; to Putnam, Conn., including an E alternate via Norwich, Conn.

V-477 From Houston, Tex., via Leona, Tex., including an E alternate via Houston 353° and Leona 141° radials and a W alternate via Houston 314° and Leona 173° radials; INT of Leona 338° and Dallas, Tex., 170° radials; to Dallas, including an E alternate via Leona 353° and Dallas 155° radials.

V-478 From Falmouth, Ky via Newcombe, Ky.; to Beckley, W. Va.

V-479 From Northbrook, Ill via INT of Northbrook 348° and Milwaukee, Wis., 161° radials; to Milwaukee.

V-482 From Las Vegas, N. Mex. via Clayton, N. Mex.; to Liberal, Kans.

V-483 From Rockdale, N. Y., via INT of Rockdale 325° and Syracuse, N. Y., 100° radials; to Syracuse.

V-484 From Salt Lake City, Utah, via Myton, Utah; Grand Junction, Colo.; Gunnison, Colo., including an S alternate via INT of Grand Junction 129° and Gunnison 264° radials; INT of Gunnison 110° and Alamosa, Colo., 339° radials; to Alamosa.

V-485 From Ventura, Calif., via INT of Ventura 331° and Fellows, Calif., 142° radials; Fellows; Priest, Calif.; INT of Priest 331° and Oakland, Calif., 131° radials; to Oakland. The airspace within W-289 and and R-2520, the airspace within R-2519 more than 3 miles W of the airway centerline and the airspace within R-2519 below 5,000 feet MSL is excluded. The airspace within R-2527 and the remaining airspace within R-2519 shall be used only after obtaining prior approval from appropriate authority.

V-486 From Tuba City, Ariz., via Dove Creek, Colo.; to Gunnison, Colo.

V-487 From Poughkeepsie, N. Y., via Cambridge, N. Y.; to INT of Cambridge 002° and Glens Falls, N. Y., 032° radials; Burlington, Vt.; INT of Burlington 359° and St. Johns, Quebec, Canada, 158° radials; St. Johns; to St. Eustache, Quebec, Canada. The airspace within Canada is excluded.

V-488 From Slate Run, Pa., via Milton, Pa.; to INT of Selinsgrove, Pa., 083° and Tower City, Pa., 040° radials.

V-489 From INT of Huguenot, N. Y., 144° and Trinity, N. Y., 232° radials; via Clermont, N. Y.; to Albany, N. Y. The airspace within R-5206 shall be used only after obtaining prior approval from appropriate authority.

V-490 From Utica, N. Y., via Cambridge, N. Y ; Manchester, N. H.; to INT of Manchester 117° and Boston, Mass. 014° radials.

V-491 From Lafayette, Ind., via INT of Lafayette 313° and Peotone, Ill., 153° radials; to Peotone.

V-492 From St. Petersburg, Fla., via La Belle, Fla.; Pahokee, Fla.; to West Palm Beach, Fla., including an N alternate from La Belle to West Palm Beach via INT of La Belle 043° and West Palm Beach 314° radials and also an S alternate from La Belle to West Palm Beach via INT of La Belle 112° and West Palm Beach 266° radials, excluding the airspace between the main and this N alternate.

V-493 From Lexington, Ky., via York, Ky.; Appleton, Ohio; to Waterville, Ohio.

V-494 From Sacramento, Calif., via INT of Sacramento 038° and Lake Tahoe, Calif., 249° radials; Lake Tahoe; INT of Lake Tahoe 078° and Hazen, Nev., 244° radials; Hazen; Mount Moses, Nev.; Elko, Nev.; Wells, Nev.; to Malad City, Idaho. The airspace within R-4802 and R-4803 is excluded.

V-496 From Utica, N. Y., via INT of Utica 091° and Glens Falls, N. Y., 234° radials to Glens Falls.

V-497 From John Day, Oreg., to The Dalles, Oreg.

V-500 From Portland, Oreg., via Newberg, Oreg.; John Day, Oreg.; to Boise, Idaho.

V-501 From Martinsburg, W. Va., via St. Thomas, Pa.; Philipsburg, Pa.; Slate Run, Pa.; to Wellsville, N. Y.

V-502 From Louisville, Ky., to Falmouth, Ky.

V-503 From Goffs, Calif., to Beatty, Nev.

V-505 From Helena, Mont., via INT of Helena 089° and Great Falls, Mont., 180° radials; to Great Falls.

V-507 From Lovelock, Nev., via Sod House, Nev.; Rome, Oreg.; to Boisê, Idaho.

V-514 From Winslow, Ariz., via Crown Point, N. Mex.; to Taos, N. Mex. From Tobe, Colo., via Garden City, Kans.; to Russell, Kans.

V-516 From Tobe, Colo., via Liberal, Kans.; INT of Liberal 090° and Ponca City, Okla., 280° radials; Ponca City; to Oswego, Kans.

V-518 From Fillmore, Calif., via INT of Fillmore 099° and Palmdale, Calif., 236° radials; to Palmdale.

V-520 From INT of Pendleton, Wash., 311° and Pasco, Wash., 262° radials via Pasco; to Walla Walla, Wash.

V-524 From Laramie, Wyo., via INT of Laramie 069° and Scottsbluff, Nebr., 254° radials; to Scottsbluff.

V-530 From Texico, N. Mex.; to Childress, Tex.

V-536 From Walla Walla, Wash., to Mullan Pass, Idaho.

V-538 From Twentynine Palms, Calif., via INT of Twentynine Palms 043° and Goffs, Calif., 200° radials; Goffs; to Las Vegas, Nev. The airspace within R-2501 is excluded.

V-802 **EASTBOUND** From Blue Springs, Mo., via Blackwater, Mo.; Readsville, Mo.; Maryland Heights, Mo.; Troy, Ill.; Bible Grove, Ill.; Lewis, Ind.; Shelbyville, Ind.; Richmond, Ind.; Dayton, Ohio; Appleton, Ohio; Newcomerstown, Ohio; Wheeling, W. Va.; Pittsburgh, Pa.; Johnstown, Pa.; INT of Tower City, Pa., 279° and Harrisburg, Pa., 312° radials; Selinsgrove, Pa.; INT of Selinsgrove 083°; and Tower City 040° radials; Allentown, Pa.; to Solberg, N. J.

V-804 **WESTBOUND** From Stillwater, N. J., via Thornhurst, Pa.; Williamsport, Pa.; INT of Williamsport 246° and Keating, Pa., 099° radials; Keating; Fitzgerald, Pa.; Clarion, Pa.; INT of Clarion 214° and Imperial, Pa., 045° radials; Imperial; Tiverton, Ohio; Rosewood, Ohio; INT of Rosewood, 261° and Indianapolis, Ind., 069° radials; Indianapolis; Terre Haute, Ind.; Vandalia, Ill.; St. Louis, Mo.; Hallsville, Mo.; Marshall, Mo.: to Kansas City, Mo.

V-809 **SOUTHBOUND** From Olympia, Wash., via INT of Olympia 165° and Portland, Oreg., 353- radials; Portland; Eugene, Oreg.; Medford, Oreg.; Fort Jones, Calif.; Red Bluff, Calif.; INT of Ukiah, Calif., 147° and Point Reyes, Calif., 352° radials; to Point Reyes.

V-810 **EASTBOUND** From INT of Oakland, Calif., 004° and Linden, Calif., 269° radials via INT of Oakland 004° and Williams, Calif., 191° radials; Williams; Reno, Nev.; Lovelock, Nev.; Battle Mountain, Nev.; Elko, Nev.; Bonneville, Utah; Salt Lake City, Utah; Fort Bridger, Wyo.; Rock Springs, Wyo.; Cherokee, Wyo.; Medicine Bow, Wyo.; Chadron, Nebr.; O'Neill, Nebr.; Sioux City, Iowa; Fort Dodge, Iowa; Waterloo, Iowa; Dubuque, Iowa; Rockford, Ill.; Northbrook, Ill.; Pullman, Mich.; Lansing, Mich.; Salem, Mich.; Windsor, Ontario, Canada; Erie, Pa.; Bradford, Pa.; Slate Run, Pa.; Selinsgrove, Pa.; Tower City, Pa.; Yardley, Pa.; to Robbinsville, N. J. The airspace within Canada is excluded.

V-813 NORTHBOUND From INT of San Francisco, Calif., 304° and Ukiah, Calif., 172° radials via Ukiah; Fortuna, Calif.; Crescent City, Calif.; North Bend, Oreg.; Eugene, Oreg.; Portland, Oreg.; INT of Portland 353° and Seattle, Wash., 197° radials; to Seattle. The airspace within R-6711 is excluded. The airspace within R-6703 shall be used only after obtaining prior approval from appropriate authority.

V-819 NORTHBOUND From Miami, Fla., via La Belle, Fla.; Lakeland, Fla.; Ocala, Fla.; Gainesville, Fla.; Taylor, Fla.; Alma, Ga.; INT of Alma 335° and Dublin, Ga., 137° radials; Dublin; INT of Dublin 330° and McDonough, Ga. 119° radials; McDonough; Crossville, Tenn.; New Hope, Ky.; Louisville, Ky.; Nabb, Ind.; Shelbyville, Ind.; Lafayette, Ind.; to Chicago Heights, Ill.

V-830 NORTHEASTBOUND From Dallas, Tex., via Paris, Tex.; Texarkana, Ark.; Pine Bluff, Ark.; INT of Pine Bluff 067° and Memphis, Tenn., 241° radials; Memphis; Jacks Creek, Tenn.; Graham, Tenn.; Nashville, Tenn.; London, Ky.; Bluefield, W. Va.; Clifdale, Va.; Montebello, Va.; Gordonsville, Va.; to INT of Gordonsville 058° and Washington, D. C. 189° radials.

V-837 NORTHEASTBOUND From Picayune, Miss., via Evergreen, Ala.; Montgomery, Ala.; La Grange, Ga.; Atlanta, Ga.; Royston, Ga.; Spartanburg, S. C.; Greensboro, N. C.; South Boston, Va.; Gordonsville, Va.; Nottingham, Md.; Kenton, Del.; INT of Kenton 086° and Sea Isle, N. J., 049° radials (Avalon INT); INT of Sea Isle 049° and Hampton, N. Y., 223° radials (Dutch INT); Hampton, including the airspace beginning at Avalon INT and between lines diverging from Sea Isle to a point of tangency to a 9-mile radius circle centered at Dutch INT; within the circumference of the circle and between lines tangent to that circle converging at Hampton; INT of Hampton 059° and Providence, R. I., 212° radials; Providence; Whitman, Mass.; to INT of Whitman 041° and Boston, Mass., 133° radials. The airspace below 2,000 feet MSL that lies outside the United States and the airspace below 3,000 feet MSL between Idlewild, N. Y., 087° and 141° radials is excluded.

V-839 NORTHBOUND From Miami, Fla., via La Belle, Fla.; Lakeland, Fla.; Ocala, Fla.; Gainesville, Fla.; Taylor, Fla.; Alma, Ga.; Allendale, S. C.; Columbia, S. C.; Fort Mill, S. C.; Pulaski, Va.; Beckley, W. Va.; Parkersburg, W Va.; Newcomerstown, Ohio; Briggs, Ohio; to Cleveland, Ohio.

V-843 SOUTHBOUND From Peotone, Ill., via Danville, Ill.; Lewis, Ind.; Scotland, Ind.; Bowling Green, Ky.; Chattanooga, Tenn.; INT of Chattanooga 152° and Atlanta, Ga., 007° radials; Atlanta; INT of Atlanta 179° and Albany, Ga., 350° radials; Albany; INT of Tallahassee, Fla., 090° and Valdosta, Ga., 235° radials; Cross City, Fla.; Lakeland, Fla.; Fort Myers, Fla.; INT of Fort Myers 137° and Miami, Fla., 269° radials; to Miami.

V-845 SOUTHBOUND From Joliet, Ill., via Bradford, Ill.; Burlington, Iowa; Quincy, Ill.; Hallsville, Mo.; Springfield, Mo.; Neosho, Mo.; INT of Tulsa, Okla., 088° and Neosho 223° radials; Okmulgee, Okla.; Ardmore, Okla.; INT of Ardmore 176° and Dallas, Tex., 324° radials; to Dallas.

V-846 WESTBOUND From INT of Polo, Ill., 088°, Rockford, Ill., 136° and Naperville, Ill., 290° radials via Polo; Cedar Rapids, Iowa; Newton, Iowa; Neola, Iowa; Wolbach, Nebr.; INT of Wolbach 251° and Hayes Center, Nebr., 059° radials; Hayes Center; Akron, Colo.; INT of Akron 238° and Denver, Colo.; 101° radials; to Denver.

V-853 SOUTHEASTBOUND From INT of Farmington, Minn., 077° and Minneapolis, Minn., 131° radials; Nodine, Minn.; Lone Rock, Wis.; INT of Lone Rock 147° and Janesville, Wis., 294° radials; Janesville; Naperville, Ill.; INT of Naperville 090° and Peotone, Ill., 003° radials; Peotone; Fort Wayne, Ind.; Findlay, Ohio; INT of Findlay 131° and Appleton, Ohio, 312° radials; Appleton; Zanesville, Ohio; Morgantown, W. Va.; Kessel, W. Va.; Front Royal, Va.; to Herndon, Va.

V-854 WESTBOUND From INT of Polo, Ill., 088° Rockford, Ill., 136° and Naperville, Ill., 290° radials via Polo; Dubuque, Iowa; Waterloo, Iowa; Fort Dodge, Iowa; Sioux City, Iowa; O'Neill, Nebr.; Chadron, Nebr.; Medicine Bow, Wyo.; Cherokee, Wyo.; Rock Springs, Wyo.; Fort Bridger, Wyo.; Ogden, Utah; Lucin, Utah; Wells, Nev.; INT of Wells 256° and Battle Mountain, Nev., 062° radials; Battle Mountain; Lovelock, Nev.; Reno, Nev.; INT of Reno 257° and Sacramento, Calif., 038° radials; Sacramento; INT of Sacramento 212° and Oakland, Calif., 039° radials; to Oakland. The airspace within R-3302 is excluded.

V-855 NORTHWESTBOUND From Washington, D. C., via INT of Washington 321° and Martinsburg, W. Va., 119° radials; Martinsburg; Indian Head, Pa.; Pittsburgh, Pa.; INT of Wheeling, W. Va., 306° and Newcomerstown, Ohio, 058° radials; Briggs, Ohio; Mansfield, Ohio; Findlay, Ohio; INT of Fort Wayne, Ind., 016° and Goshen, Ind., 108° radials; Wolflake, Ind.; Knox, Ind.; INT of Knox 276° and Chicago Heights, Ill.; 117° radials; Chicago Heights; INT of Chicago Heights 342° and Naperville, Ill., 090° radials; Naperville; INT of Naperville 290° and Rockford, Ill., 136° radials; Rockford; Rewey, Wis.; Waukon, Wis.; Rochester, Minn.; to Farmington, Minn.

V-856 EASTBOUND From Northbrook, Ill., via Pullman, Mich; Lansing, Mich; Salem, Mich; Windsor, Ontario, Canada; Erie, Pa.; Bradford, Pa.; Slate Run, Pa.; Milton, Pa.; INT of Selinsgrove, Pa., 083° and Tower City, Pa., 040° radials; Allentown, Pa.; to Solberg, N. J. The airspace within Canada is excluded.

V-859 SOUTHBOUND From Joliet, Ill., via Roberts, Ill.; Decatur, Ill.; INT of Decatur direct radial to Troy, Ill., and St. Louis, Mo., 062° radial; St. Louis; Vichy, Mo.; Springfield, Mo.; Neosho, Mo.; INT of Neosho 223° and Tulsa, Okla., 088° radials; Okmulgee, Okla.; Ardmore, Okla.; INT of Ardmore 176° and Dallas, Tex., 324° radials; to Dallas.

V-861 NORTHBOUND From Poughkeepsie, N. Y., via Hartford, Conn.; INT of Hartford 076° and Providence, R. I., 270° radials; INT of Providence 270° and Norwich, Conn.; 043° radials; to Boston, Mass.

V-863 NORTHBOUND From INT of Idlewild, N. Y., 042° and Riverhead, N. Y., 307° radials via INT of Hartford, Conn., 223° and Trinity, N. Y., 093° radials; INT of Trinity 093° and Norwich, Conn., 227° radials; Norwich; to Boston, Mass.

V-875 SOUTHWESTBOUND From Boston, Mass., via INT of Gardner, Mass., 150° and Hartford, Conn., 044° radials; Hartford; Trinity, N. Y.; INT of Trinity 232° and Huguenot, N. Y., 144° radials; Solberg, N. J.; West Chester, Pa.; INT of Lancaster, Pa., 197° and Westminster, Md., 060° radials; Westminster; Herndon, Va.; Casanova, Va.; Montebello, Va.; INT of Montebello 250° and Roanoke, Va.; 035° radials; Roanoke; Pulaski, Va.; Holston Mountain, Tenn.; Knoxville, Tenn.; INT of Knoxville 247° and Chattanooga, Tenn., 037° radials; Chattanooga; Birmingham, Ala.; Tuscaloosa, Ala.; INT of Tuscaloosa 239° and Meridian, Miss., 040° radials; Meridian; Hattiesburg, Miss., to INT of Hattiesburg 221° and New Orleans, La., 357° radials.

V-879 SOUTHBOUND From Boston, Mass., via INT of Boston, 256° and Putnam, Conn., 043° radials; Putnam; Norwich, Conn.; Riverhead, N. Y.; to Deer Park, N. Y.

V-880 SOUTHWESTBOUND From INT of Sparta, N. J., 300° and Tannersville, Pa., 055° radials via Wilkes-Barre, Pa.; Stonyfork, Pa.; Bradford, Pa.; Erie, Pa.; Windsor, Ontario, Canada; Salem, Mich.; INT of Pullman, Mich., 091° and Keeler, Mich., 061° radials; Keeler; Naperville, Ill.; Joliet, Ill.; Bradford, Ill.; Burlington, Iowa; Kirksville, Mo.; to Kansas City, Mo. The airspace in Canada is excluded.

V-881 SOUTHBOUND From Cleveland, Ohio, via Tiverton, Ohio; Zanesville, Ohio; Charleston, W. Va.; Blackford, Va.; Holston Mountain, Tenn.; Asheville, N. C.; Greenwood, S. C.; Augusta, Ga.; INT of Augusta 157° and Savannah, Ga., 321° radials; INT of Savannah 321° and Allendale, S. C., 216° radials; Alma, Ga.; Taylor, Fla.; Gainesville, Fla.; Ocala, Fla.; Lakeland, Fla.; Fort Myers, Fla.; INT of Fort Myers 137° and Miami, Fla., 269° radials; to Miami.

V-885 NORTHBOUND From Baltimore, Md., via INT of Baltimore 097° and Kenton, Del., 242° radials; Kenton; Millville, N. J.; Atlantic City, N. J.; Barnegat, N. J.; INT of Coyle, N. J., 057° and Riverhead, N. Y., 218° radials; INT of Riverhead 218° and Idlewild, N. Y., 083° radials; thence via Idlewild 083° radial to 45 nmi E of Idlewild; thence 13-mile wide airway to INT of Idlewild 083° and Hampton, N. Y., 223° radials; thence via Hampton; INT of Hampton 059° and Providence, R. I., 212° radials; Providence; Whitman, Mass.; to INT of Whitman 041° and Boston, Mass., 133° radials. The airspace below 2,000 feet MSL outside the United States and the airspace below 3,000 feet MSL S of a line extending from lat. 40° 40' 00"N, long. 72° 30' 00"W; to lat. 40° 38' 20"N, long. 72° 38' 35"W is excluded. The airspace within R-5002 and R-4003 shall be used only after obtaining prior approval from appropriate authority.

V-887 SOUTHBOUND From Casanova, Va., via Montebello, Va.; Clifdale, Va.; Bluefield, W. Va.; London, Ky.; Nashville, Tenn.; Graham, Tenn.; Jacks Creek, Tenn.; Memphis, Tenn.; INT of Memphis 241° and Pine Bluff, Ark., 067° radials; Pine Bluff; Texarkana, Ark.; Sulphur Springs, Tex.; to Dallas, Tex.

§ 71.125 Alaskan low altitude VOR Federal airways.

V-436 From King Salmon, Alaska, via INT of Homer, Alaska, 269° radial and King Salmon direct radial to Anchorage, Alaska; INT of Kenai, Alaska, 217° and Homer 269° radials; Kenai, including an E alternate from INT of Kenai 217° and Homer 269° radials to Kenai via Homer; Anchorage; to INT of Anchorage 347° radial and Skwentna, Alaska, RR NE course. The airspace within R-2201 shall be used only after obtaining prior approval from appropriate authority.

V-438 From Shuyak, Alaska, RBN via Homer, Alaska; INT of Homer 027° and Anchorage, Alaska, 198° radials; Anchorage; INT of Anchorage direct radial to Nenana, Alaska, and SW course of Fairbanks, Alaska, ILS localizer; Fairbanks ILS localizer; to Fairbanks ILS LMM, including a W alternate from INT of Anchorage direct radial to Nenana and Fairbanks ILS localizer SW course, to Fairbanks ILS LMM via Nenana, including the area within 16 miles either side of the centerline of the airway and its W alternate at and above 24,000 feet MSL from Anchorage to Fairbanks ILS LMM. The airspace within R-2203 and R-2206 are excluded. The airspace within R-2201 shall be used only after obtaining prior approval from appropriate authority

V-440 From Biorka Island, Alaska, via Yakutat, Alaska; Middleton Island, Alaska; INT of Hinchinbrook, Alaska RR NW course and Anchorage, Alaska, 118° radial; Anchorage, including an S alternate from Middleton Island to Anchorage via INT of Middleton Island 298° and Anchorage 163° radials, excluding the airspace between the main and this alternate airway; to Puntilla Lake, Alaska, RBN, including an N alternate from Anchorage to Puntilla Lake RBN via Skwentna, Alaska, RR. The airspace below 2,000 feet MSL outside the United States is excluded. The airspace within R-2201 shall be used only after obtaining prior approval from appropriate authority.

V-456 From King Salmon, Alaska, to Anchorage, Alaska, incuding the area within 16 miles either side of the centerline of the airway at and above 24,000 feet MSL. The airspace within R-2201 shall be used only after obtaining prior approval from appropriate authority.

V-506 From King Salmon, Alaska, to Bethel, Alaska.

V-508 From Middleton Island, Alaska, to Kenai, Alaska, including the area within 16 miles either side of the centerline of the airway at and above 24,000 feet MSL. The airspace within W-533 is excluded.

V-512 From Sisters Island, Alaska, to INT of Yakutat, Alaska, 139° and Sisters Island 272° radials. The airspace below 2,000 feet MSL outside the United States is excluded.

§ 71.127 **Hawaiian low altitude VOR Federal airways.**

V-1 **HAWAII** From Lanai, Hawaii, via INT of Maui, Hawaii, 183° and Lanai 107° radials; INT of Maui 183° and Lanai 119° radials; Upolu Point, Hawaii; INT of Upolu Point 093° and Hilo, Hawaii, 034° radials; to Hilo. The airspace within R-3104 and W-320 is excluded.

V-2 **HAWAII** From South Kauai, Hawaii, via Lihue, Hawaii; INT of Lihue 130° and Honolulu, Hawaii, 269° radials; Honolulu; INT of Honolulu 113° and Lanai, Hawaii, 304° radials; Lanai, including an S alternate; INT of Lanai 107° and Upolu Point, Hawaii, 306° radials; Upolu Point; INT of Upolu Point 093° and Hilo, Hawaii, 334° radials; Hilo; to INT of Hilo 091° radial and Long. 154° 31' 00" W. The airspace within R-3104 and W-320 is excluded.

V-3 **HAWAII** From INT of Hilo, Hawaii, 173° radial and a point 36 miles S of Hilo via Hilo; to INT of Hilo 004° and Upolu Point, Hawaii, 093° radials.

V-4 **HAWAII** From INT of Lihue, Hawaii, 186° and Koko Head, Hawaii, 254° radials via Koko Head; to INT of Koko Head 065° and Upolu Point, Hawaii, 002° radials, including the airspace between straight lines starting from a point on each outer boundary of the airway at a distance of 50 miles SW, and NE of the Koko Head, diverging southwestward and northeastward at angles of 6° relative to the airway's centerline.

V-5 **HAWAII** From INT of Honolulu, Hawaii, 179° and Lanai, Hawaii, 289° radials via Lanai; INT of Lanai 107° and Maui, Hawaii, 201° radials, to Maui. The airspace within R-3104 and W-320 is excluded.

V-6 **HAWAII** From INT of Molokai, Hawaii 067° and Maui, Hawaii 331° radials via Maui; INT of Maui 080° and Hilo, Hawaii 334° radials; to Hilo.

V-7 **HAWAII** From Lanai, Hawaii, to Molokai, Hawaii.

V-8 **HAWAII** From INT of Honolulu, Hawaii, 179° and Molokai, Hawaii, 268° radials via Molokai; to INT of Molokai 067° and Upolu Point, Hawaii, 010° radials, including the airspace between straight lines starting from a point on each outer boundary of the airway, at a distance of 50 miles NE from Molokai, and diverging northeastward at angles of 6° relative to the centerline of the airway.

V-9 HAWAII From INT of Lanai, Hawaii, 224° and Honolulu, Hawaii, 179° radials to Honolulu, including the airspace between straight lines starting from a point on each outer boundary of the airway, at a distance of 50 miles S from Honolulu, and diverging southward at angles of 6° relative to the centerline of the airway. The airspace above 21,000 feet MSL within W-321 (Area C) is excluded.

V-11 HAWAII From INT of Lanai, Hawaii, 149° and Upolu Point, Hawaii, 211° radials via Upolu Point; to INT of Upolu Point 349° and Maui, Hawaii, 080° radials.

V-12 HAWAII From INT of Lihue, Hawaii, 195° and Honolulu, Hawaii, 269° radials via Honolulu; Koko Head, Hawaii; INT of Koko Head 050° and Maui, Hawaii, 012° radials, including the additional area between lines diverging at an angle of 5° from the centerline extending W from Honolulu and NE from Koko Head.

V-13 HAWAII From Lihue, Hawaii, via INT of Lihue 145° and Honolulu, Hawaii, 269° radials; INT of South Kauai Hawaii, 133° and Koko Head, Hawaii, 254° radials, to Koko Head.

V-14 HAWAII From INT of South Kauai, Hawaii, 271° radial and Long. 161° 20' 00" W., via South Kauai; INT of South Kauai 133° and Koko Head, Hawaii, 254° radials; to Koko Head, including the additional area between lines diverging at an angle of 5° from the centerline extending W from South Kauai. The airspace within R-3101 and W-510 is excluded.

V-15 HAWAII From INT of South Kauai, Hawaii, 288° radial and Long. 161° 15' 00" W., via South Kauai; INT of South Kauai 108° and Lihue, Hawaii, 130° radials; INT of Lihue 130° and Honolulu, Hawaii, 269° radials; Honolulu; Koko Head, Hawaii; Molokai, Hawaii; Maui, Hawaii; INT of Maui 095° and Hilo, Hawaii, 334° radials; to Hilo, including the additional area between lines diverging at a 5° angle from the centerline extending NW from South Kauai. The airspace within R-3101 and W-510 is excluded.

SUBPART D - INTERMEDIATE ALTITUDE VOR FEDERAL AIRWAYS

§ 71.141 Designation.

The airspace areas described in this Subpart are designated as intermediate altitude VOR Federal airways and unless otherwise specified, the airspace areas outside of the continental control area and within eight miles of each side of the centerline of the airways listed below are designated as control areas. Unless otherwise specified, place names appearing in the descriptions indicate VOR or VORTAC facilities identified by those names.

§ 71.143 Intermediate altitude VOR Federal airways.

V-1500 Sherbrooke, Quebec; 10 miles wide Millinocket, Maine; Fredericton, New Brunswick, excluding the portion over Canada.

V-1501 Cape Charles, Va., 8 miles wide Snow Hill, Md.; 10 miles wide Sea Isle, N. J.; INT Sea Isle 049°, Hampton, N. Y., 223° radials; Hampton, including the additional airspace between lines diverging from Sea Isle to points of tangency to a 9 mile radius circle centered at INT Sea Isle 049°, Hampton 223° radials; within the circumference of the circle and between lines tangent to that circle converging to Hampton.

V-1502 Seattle, Wash., 14 miles wide INT Ephrata, Wash., 273°, Ellensburg, Wash., 358° radials; 10 miles wide Ephrata; Spokane, Wash.; Mullan Pass, Idaho; via Great Falls, Mont; Lewistown, Mont; Miles City, Mont.; Dickinson, N. Dak.; Bismarck, N. Dak.; Jamestown, N. Dak.; Alexandria, Minn.; Minneapolis, Minn.; Eau Claire, Wis.; Green Bay, Wis.; 15 miles wide (8 miles N 7 miles S of the centerline) INT Green Bay 116°, White Cloud, Mich., 302° radials; thence White Cloud; Saginaw, Mich.; 10 miles wide INT Syracuse 100°, Cambridge, N. Y., 272° radials; thence Cambridge; 10 miles wide Manchester, N. H.; INT Manchester 117°, Boston, Mass., 014° radials; Boston, excluding the portion over Canada.

V-1503 Biscayen Bay, Fla.; West Palm Beach, Fla.; Vero Beach, Fla.; INT Daytona Beach, Fla., 161°, Orlando, Fla., 123° radials; 10 miles wide Daytona Beach; INT Daytona Beach 360°, Jacksonville, Fla., 144° radials; Jacksonville; Charleston, S. C.; INT Charleston 049°, Wilmington, N. C., 234° radials; Wilmington; INT Wilmington 028°, Rocky Mount, N. C., 135° radials; 18 miles wide INT Norfolk, Va., 209°, Rocky Mount 110° radials; INT Norfolk 209°, Cofield, N. C., 101° radials; 13 miles wide (8 miles W 5 miles E of the centerline) Norfolk; 10 miles wide Cape Charles, Va.; Salisbury, Md.; INT Salisbury 025°, Coyle, N. J., 215° radials; Coyle; INT Coyle 057°, Riverhead, N. Y., 218° radials; Riverhead; INT Riverhead 046°, Boston, Mass., 223° radials; Boston; Kennebunk, Maine; 12 miles wide INT Kennebunk 033°, Bangor, Maine, 232° radials; 10 miles wide Bangor; Millinocket, Maine; Presque Isle, Maine, U.S./Canadian Border via Presque Isle 359° radial. Portions of this airway below 17,000 feet MSL, above 23,000 feet MSL between Jacksonville, Fla., and Charleston, S. C., are excluded.

V-1504 Seattle, Wash., 14 miles wide INT Ephrata, Wash., 273°, Ellensburg, Wash. 358° radials; 10 miles wide Ephrata; thence INT Ephrata 096°, Mullan Pass, Idaho, 260° radials; Mullan Pass; Missoula, Mont., Helena, Mont.; Billings, Mont.; Sheridan Wyo.; Dupree, S. Dak.; Watertown, S. Dak.; Redwood Falls Minn. Rochester, Minn.; Lone Rock, Wis.; 10 miles wide INT Lone Rock 106°, Milwaukee, Wis., 270° radials; Milwaukee Wis.; Muskegon, Mich.; thence INT Muskegon 114°, Salem, Mich., 291° radials; Salem; 10 miles wide Windsor Ont.; Erie, Pa.; Bradford, Pa.; INT Bradford 095°, Wilkes-Barre, Pa., 279° radials; INT Thornhurst, Pa., 210°, Wilkes-Barre 279° radials; 10 miles wide Wilkes-Barre; Poughkeepsie, N. Y.; Putnam, Conn. Providence, R. I.; Nantucket, Mass., excluding the portion over Canada.

V-1505 Biscayne Bay, Fla., 10 miles wide INT Biscayne Bay 021° Vero Beach, Fla., 143° radials; Vero Beach; thence INT Daytona Beach, Fla., 161°, Orlando, Fla., 123° radials; 10 miles wide Daytona Beach; INT Daytona Beach 360°, Jacksonville, Fla., 144° radials; Jacksonville; INT Jacksonville 027°, Savannah, Ga. 180° radials; Savannah; Charleston, S. C.; INT Charleston 029°, Florence, S. C., 179° radials; thence Florence; INT Florence 002°, Raleigh-Durham, N. C., 225° radials; Raleigh-Durham; INT Richmond, Va., 214°, Cofield, N. C., 298° radials; 10 miles wide Richmond; 12 miles wide INT Richmond 029°, Nottingham, Md., 153° radials; thence Kenton Del.; New Castle, Del.; West Chester, Pa.; Pottstown, Pa.; INT Pottstown 058°, Solberg, N. J., 242° radials; Solberg; INT Solberg 051°, Trinity, N. Y., 232° radials; Trinity; Hartford, Conn.· Putnam, Conn. 10 miles wide INT Putnam 043°, Boston, Mass., 256° radials; Boston.

V-1506 Neah Bay, Wash., RBN 10 miles wide INT 112° bearing from Neah Bay RBN, Port Angeles, Wash., 282° radial; 8 miles wide Port Angeles; 14 miles wide INT Port Angeles 090°, Seattle, Wash., 322° radials; thence Seattle; Pendleton, Oreg.; McCall, Idaho; DuBois, Idaho; DuNoir, Wyo.; Boysen Reservoir, Wyo.; Casper, Wyo.; Chadron, Nebr.; O'Neill, Nebr.; Sioux City, Iowa; 10 miles wide INT Sioux City 079°, Neola, Iowa, 354° radials; thence Fort Dodge, Iowa; Dubuque, Iowa, INT Dubuque 095°, Northbrook, Ill., 273° radials; INT Northbrook 273° Janesville, Wis., 137° radials; 10 miles wide Northbrook; INT Northbrook 093°, Chicago Heights, Ill., 358° radials; thence INT Northbrook 093°, Keeler, Mich., 271° radials; Keeler; 10 miles wide INT Keeler 094° Muskegon Mich., 155° radials; thence INT Keeler 094°, Carleton, Mich., 271° radials; Carleton; 10 miles wide Jefferson, Ohio; thence Keating, Pa.; INT Keating 099°, Tannersville, Pa., 275° radials; 10 miles wide Tannersville; INT Tannersville 055°, Sparta, N. J., 300° radials; Sparta, excluding the portion over Canada.

V-1507 Key West, Fla., 10 miles wide Miami, Fla.; thence Pahokee, Fla.; INT Orlando, Fla., 162°, Vero Beach, Fla., 296° radials; 10 miles wide Orlando; INT Orlando 359°, Jacksonville, Fla., 167° radials; Jacksonville; INT Jacksonville 009°, Savannah, Ga., 195° radials; 14 miles wide INT Savannah 195°, Alma, Ga., 083° radials; 10 miles wide Savannah; INT Savannah 350°, Charleston, S. C., 243° radials; thence Allendale, S. C.; 10 miles wide INT Allendale 013°, Charleston 293° radials; thence Columbia, S. C.; 10 miles wide Fort Mill, S. C.; thence Greensboro, N. C.; INT Greensboro 357°, Elkins, W. Va., 179° radials; Elkins; Morgantown, W.Va.; Pittsburgh, Pa.; 10 miles wide INT Pittsburgh 354°, Tidioute, Pa., 214° radials; thence Tidioute; Buffalo, N. Y. Excluding portions lying within Key West Warning Area (W-173)

V-1508 Portland, Oreg.; The Dalles, Oreg.; Baker, Oreg.; Boise, Idaho; 12 miles wide Burley, Idaho; thence Malad City, Idaho; Rock Springs, Wyo.; Cherokee, Wyo.; Medicine Bow, Wyo.; INT Medicine Bow 105°, Sidney, Nebr. 294° radials, Sidney; North Platte, Nebr.; INT North Platte 073°, Wolbach, Nebr., 266° radials; Wolbach; 12 miles wide Neola, Iowa; Newton, Iowa; 10 miles wide Cedar Rapids, Iowa; Polo, Ill.; INT Polo 088°, Naperville, Ill., 290° radials; Naperville; thence South Bend, Ind.; INT South Bend 092°, Waterville, Ohio, 288° radials; Waterville; INT Waterville 095°, Carleton, Mich., 162° radials; 10 miles wide INT Waterville 095°, Attica, Ohio, 007° radials; thence Cleveland, Ohio; INT Cleveland 091°, Clarion, Pa., 282° radials; Clarion; 10 miles wide Philipsburg, Pa.; Selinsgrove, Pa.; INT Selinsgrove 103°, Allentown, Pa., 248° radials; 12 miles wide INT Selinsgrove 103°, Allentown 223° radials; 14 miles wide INT Selinsgrove 103°, Allentown 188° radials.

V-1509 Miami, Fla.; Pahokee, Fla.; INT Orlando, Fla., 162°, Vero Beach, Fla., 296° radials; 10 miles wide Orlando; INT Orlando 359°, Jacksonville, Fla., 167° radials; Jacksonville; INT Jacksonville 009°, Savannah, Ga., 195° radials; 14 miles wide INT Savannah 195°, Alma, Ga., 083° radials; 10 miles wide Savannah; INT Savannah 350°, Charleston, S. C., 243° radials; thence Allendale, S. C.; 10 miles wide INT Allendale 013°, Charleston 293° radials; thence Columbia, S. C.; 10 miles wide Fort Mill, S. C.; thence Pulaski, Va.; Parkersburg, W. Va.; INT Parkersburg 354°, Briggs, Ohio, 184° radials; Briggs; Cleveland, Ohio; 10 miles wide Windsor, Ont.; INT Windsor 320°, Saginaw, Mich., 163° radials; thence Saginaw; Traverse City, Mich.; INT Traverse City 018°, Sault Ste. Marie, Mich., 214° radials; 10 miles wide Sault Ste. Marie, excluding the portion over Canada.

V-1510 San Francisco, Calif.; 10 miles wide INT San Francisco 304°, Sacramento, Calif., 233° radials; thence INT Sacramento 233°, Linden, Calif., 269° radials; 8 miles wide Sacramento; 10 miles wide INT Sacramento 038°, Lake Tahoe, Calif., 261° radials; thence INT Sacramento 038°, Reno, Nev., 257° radials; 10 miles wide Reno; Lovelock, Nev.; Battle Mountain, Nev.; INT Battle Mountain 062°, Wells, Nev., 256° radials; Wells; Lucin, Utah; Ogden, Utah; thence Fort Bridger, Wyo.; Rock Springs, Wyo.; Laramie, Wyo.; Cheyenne, Wyo.; Sidney, Nebr.; North Platte, Nebr.; Grand Island, Nebr.; 12 miles wide INT Grand Island 084°, Pawnee City, Nebr., 335° radials; 10 miles wide Omaha, Nebr.; Des Moines, Iowa; Moline, Ill.; Joliet, Ill.; 12 miles wide Chicago Heights, Ill.; Goshen, Ind.; Waterville, Ohio; thence INT Waterville 095°, Carleton, Mich., 162° radials; 10 miles wide INT Waterville 095°, Attica, Ohio, 007° radials; thence Cleveland, Ohio; INT Cleveland 091°, Clarion, Pa., 282° radials; Clarion; 10 miles wide Philipsburg, Pa.; Selinsgrove, Pa.; Tower City, Pa.; 8 miles wide INT Tower City 103°, Allentown, Pa., 246° radials; 10 miles wide Yardley, Pa.; INT Yardley 098°, Coyle, N. J., 032° radials; Idlewild, N. Y.; INT Idlewild 080°, Nantucket, Mass., 255° radials; Nantucket, including the additional airspace between lines diverging from Idlewild to points of tangency to a 9.5 mile radius circle centered at INT Idlewild 080°, Nantucket 255° radials; within the circumference of the circle and between lines tangent to that circle converging to Nantucket.

V-1511 Key West, Fla., 10 miles wide Fort Myers, Fla.; thence Lakeland, Fla.; 10 miles wide Ocala, Fla.; INT Ocala 343°, Taylor, Fla., 170° radials; Taylor; Alma, Ga.; thence INT Alma 012°, Augusta, Ga., 170° radials; 10 miles wide Augusta; thence Spartanburg, S. C.; Holston Mountain, Tenn.; Charleston, W. Va.; INT Charleston 357°, Tiverton, Ohio, 161° radials; Tiverton; Cleveland, Ohio; 10 miles wide INT Cleveland 307°, Salem, Mich., 140° radials; Salem; excluding portions lying within Key West Warning Area (W-173) and over Canada.

V-1512 San Francisco, Calif., 10 miles wide INT San Francisco 304°, Sacramento, Calif., 233° radials; thence INT Sacramento 233°, Linden, Calif., 269° radials; 10 miles wide Linden; INT Linden 046°, Reno, Nev., 208° radials; thence Reno; 10 miles wide Lovelock, Nev.; Battle Mountain, Nev.; Elko, Nev.; Bonneville, Utah; Salt Lake City, Utah; thence Myton, Utah; Kremmling, Colo.; INT Kremmling 081°, Akron, Colo., 272° radials; Akron; Hayes Center, Neb.; Grand Island, Nebr.; 12 miles wide INT Grand Island 084°, Pawnee City, Nebr., 335° radials; 10 miles wide Omaha, Nebr.; Des Moines, Iowa; thence INT Des Moines 080°, Cordova, Ill., 267° radials; Cordova; 10 miles wide Naperville, Ill.

V-1513 Biscayne Bay, Fla., 10 miles wide INT Biscayne Bay 021°, Vero Beach, Fla., 143° radials; Vero Beach; thence INT Daytona Beach, Fla., 161°, Orlando, Fla., 123° radials; 10 miles wide Daytona Beach; INT Daytona Beach 360°, Jacksonville, Fla., 144° radials; Jacksonville; thence INT Jacksonville 319°, Alma, Ga., 148° radials; Alma; INT Alma 335°, Norcross, Ga., 146° radials; Norcross; 10 miles wide INT Norcross 011°, Royston, Ga., 270° radials; thence INT Norcross 011°, Knoxville, Tenn., 181° radials; Knoxville; London, Ky.; Lexington, Ky.; Cincinnati, Ohio; 10 miles wide Rosewood, Ohio; thence INT Rosewood 018°, Waterville, Ohio, 190° radials; Waterville; Carleton, Mich.; Salem, Mich.; INT Salem 349°, Saginaw, Mich., 157° radials; Saginaw.

V-1514 Salt Lake City, Utah; Myton, Utah; Kremmling, Colo.; Denver, Colo.; Thurman, Colo.; INT Thurman 100°, Hill City, Kans., 277° radials; Hill City; Russell, Kans.; 10 miles wide Salina, Kans.; Topeka, Kans.; Kansas City, Mo.; thence Kirksville, Mo.; INT Kirksville 065°, Bradford, Ill., 247° radials; Bradford; Joliet, Ill.; 12 miles wide Chicago Heights, Ill.; Goshen, Ind.; Waterville, Ohio; thence INT Waterville 095°, Carleton, Mich., 162° radials; 10 miles wide INT Waterville 095°, Attica, Ohio, 007° radials; thence Cleveland, Ohio; INT Cleveland 091°, Clarion, Pa., 282° radials; Clarion; 10 miles wide Philipsburg, Pa.; Selinsgrove, Pa.; INT Selinsgrove 083°, Allentown, Pa., 281° radials; Allentown; Solberg, N. J.; INT Solberg 086°, Robbinsville, N. J., 040° radials.

V-1515 Key West, Fla., 10 miles wide INT Key West 078°, Miami, Fla., 205° radials; Miami; thence Pahokee, Fla.; INT Pahokee 009°, Vero Beach, Fla., 193° radials; Vero Beach; INT Daytona Beach, Fla., 161°, Orlando, Fla., 123° radials; 10 miles wide Daytona Beach; INT Daytona Beach 360°, Jacksonville, Fla., 144° radials; Jacksonville; thence INT Jacksonville 319°, Alma, Ga., 148° radials; Alma; 10 miles wide Macon, Ga., McDonough, Ga.; Norcross, Ga.; INT Norcross 011°, Royston, Ga., 270° radials; thence INT Norcross 011°, Knoxville, Tenn., 181° radials; Knoxville; 10 miles wide INT Knoxville 329°, London, Ky., 185° radials; thence Louisville, Ky.; INT Louisville, Ky., 333°, Indianapolis, Ind., 170° radials; INT Indianapolis 170°, Lewis, Ind., 104° radials; 10 miles wide INT Indianapolis 170°, Lewis 082° radials; thence Indianapolis; INT Indianapolis 312°, Roberts, Ill., 113° radials; Chicago Heights, Ill.; INT Chicago Heights 358°, Milwaukee, Wis.. Wis., 137° radials; 10 miles wide Milwaukee.

V-1516 Oakland, Calif.; 10 miles wide INT Oakland, Calif., 077°, Stockton, Calif., 268° radials; Stockton; INT Stockton 085°, Linden, Calif., 143° radials; thence Coaldale, Nev.; Wilson Creek, Nev.; Milford, Utah; Hanksville, Utah; La Sal, Utah; Gunnison, Colo.; INT Pueblo, Colo., 275°, Colorado Springs, Colo.; 195° radials; 10 miles wide Pueblo; INT Pueblo 094°, Colorado Springs 145° radials; thence Lamar, Colo.; Russell, Kans.; 10 miles wide Salina, Kans.; Topeka, Kans.; Kansas City, Mo.; 12 miles wide INT Kansas City 093°, Hallsville, Mo., 277° radials; Hallsville; thence Vandalia, Ill.; 14 miles wide INT Vandalia 073°, Indianapolis, Ind., 250° radials; INT Indianapolis 250°, Lewis, Ind., 351° radials; 10 miles wide Indianapolis; thence INT Indianapolis 069°, Rosewood, Ohio, 261° radials; Rosewood; Tiverton, Ohio; Briggs, Ohio; Tyrone, Pa.; 10 miles wide INT Tyrone 095°, Tower City, Pa., 279° radials; INT Tower City 279°, Harrisburg, Pa., 011° radials; 8 miles wide Tower City; INT Tower City 103°, Allentown, Pa., 246° radials; 10 miles wide Yardley, Pa.; INT Yardley 098°, Coyle, N. J., 032° radials.

V-1517 Miami, Fla.; La Belle, Fla.; 10 miles wide Lakeland, Fla.; Ocala, Fla.; INT Ocala 343°, Taylor, Fla., 170° radials; Taylor; Alma, Ga.; Macon, Ga.; McDonough, Ga.; INT McDonough 345°, Royston, Ga., 273° radials; thence Crossville, Tenn.; Bowling Green, Ky.; Lewis, Ind.; 10 miles wide INT Lewis 349°, Indianapolis, Ind., 288° radials; thence INT Peotone, Ill., 168°, Bradford, Ill., 098° radials; 10 miles wide Peotone.

V-1518 Minneapolis, Minn.; Nodine, Minn.; Lone Rock, Wis.; INT Lone Rock 147°, Janesville, Wis., 294° radials; 10 miles wide Janesville; thence Naperville, Ill.; Chicago Heights, Ill.; 12 miles wide Goshen, Ind.; thence INT Goshen 108°, Fort Wayne, Ind., 068° radials; Attica, Ohio; Briggs, Ohio; INT Briggs 126°, Pittsburgh, Pa., 286° radials; Pittsburgh; Martinsburg, W. Va.; Herndon, Va.

V-1519 Miami, Fla.; Fort Myers, Fla.; INT Fort Myers 331°, Lakeland, Fla., 202° radials; 10 miles wide St. Petersburg, Fla.; Cross City, Fla.; thence INT Cross City 333°, Tallahassee, Fla., 090° radials; INT Albany, Ga., 153°, Marianna, Fla., 058° radials; 10 miles wide Albany; thence INT Albany 350°, Atlanta, Ga., 179° radials; Atlanta; 10 miles wide INT Atlanta 007°, McDonough, Ga., 333° radials.

V-1520 Minneapolis, Minn.; INT Minneapolis 165°, Rochester, Minn., 334° radials; Rochester; Rewey, Wis.; INT Rewey 123°, Joliet, Ill., 316° radials; Joliet; Peotone, Ill.; 12 miles wide Fort Wayne, Ind.; thence Appleton, Ohio; INT Appleton 111°, Morgantown, W. Va., 284° radials; Morgantown; INT Morgantown 109°, Martinsburg, W. Va., 253° radials; 10 miles wide Front Royal, Va.; Herndon, Va.; INT Herndon 144°, Linden, Va., 095° radials.

V-1521 Miami, Fla., La Belle, Fla.; INT St. Petersburg, Fla., 133°, Lakeland, Fla., 227° radials; 10 miles wide St. Petersburg; Tallahassee, Fla.; nence Tuskegee, Ala.; Birmingham, Ala.; Muscle Shoals, Ala.; Paducah, Ky.; Farmington, Mo.

V-1522 Los Angeles, Calif., 12 miles wide INT Los Angeles 061°, Daggett, Calif., 234° radials; Daggett; 10 miles wide Las Vegas, Nev.; Mormon Mesa, Nev.; thence Bryce Canyon, Utah; Hanksville, Utah; Grand Junction, Colo.; Kremmling, Colo.; Denver, Colo.; Thurman, Colo.; INT Thurman 100°, Hill City, Kans., 277° radials; Hill City; Mankato, Kans.; 10 miles wide Pawnee City, Nebr.; Lamoni, Iowa; thence Moline, Ill.; Joliet, Ill.; 12 miles wide Chicago Heights, Ill.; Goshen, Ind.; Waterville, Ohio; thence INT Waterville 095°, Carleton, Mich., 162° radials; 10 miles wide INT Waterville 095°, Attica, Ohio, 007° radials; thence Cleveland, Ohio; INT Cleveland 091° Clarion, Pa., 282° radials; Clarion; 10 miles wide Philipsburg, Pa.; Selinsgrove, Pa.; Tower City, Pa.; 8 miles wide INT Tower City 103°, Allentown, Pa., 246° radials; 10 miles wide Yardley, Pa.; INT Yardley 056°, Solberg, N. J., 125° radials.

V-1523 New Orleans, La.; McComb, Miss.; Jackson, Miss.; Greenwood, Miss.; Memphis, Tenn.; thence 10 miles wide INT Memphis 351°, Dyersburg, Tenn., 235° radials; Dyersburg; thence Paducah, Ky.; INT Paducah 039°, Evansville, Ind., 227° radials; INT Evansville 227°, Samsville, Ill., 178° radials; 10 miles wide Evansville; thence INT Evansville 033°, Indianapolis, Ind., 206° radials; Indianapolis; Fort Wayne, Ind.; Salem, Mich.

V-1524 Los Angeles, Calif.; 10 miles wide Ontario, Calif.; Hector, Calif.; Goffs, Calif.; thence Peach Springs, Ariz.; Tuba City, Ariz.; Farmington, N. Mex.; Alamosa, Colo.; Lamar, Colo.; Garden City, Kans.; INT Garden City 086°, Anthony, Kans., 340° radials; 10 miles wide Hutchinson, Kans.; Emporia, Kans.; INT Emporia 050°, Blue Springs, Mo., 268° radials; 8 miles wide Blue Springs; 12 miles wide INT Blue Springs 095°, Readsville, Mo., 280° radials; thence Readsville; Troy, Ill.; INT Troy 080°, Lewis, Ind., 250° radials; Lewis; INT Lewis 071°, Cincinnati, Ohio, 350° radials; 10 miles wide Dayton, Ohio; INT Dayton 084°, Rosewood, Ohio, 123° radials; thence Appleton, Ohio; INT Appleton 085°, Parkersburg, W. Va., 023° radials; 10 miles wide Pittsburgh, Pa.; 8 miles wide Johnstown, Pa.; thence Harrisburg, Pa.; 10 miles wide INT Harrisburg 073°, Allentown, Pa., 245° radials; Allentown; Solberg, N. J.; INT Solberg 086°, Robbinsville, N. J., 040° radials.

V-1525 New Orleans, La.; McComb, Miss.; Jackson, Miss.; Greenwood, Miss.; Memphis, Tenn.; 10 miles wide Walnut Ridge, Ark.; thence Farmington, Mo.; INT Farmington 351°, Troy, Ill., 233° radials; 10 miles wide Troy; thence Roberts, Ill.; INT Roberts 008°, Bradford, Ill., 098° radials; 10 miles wide INT Roberts 008°, Joliet, Ill., 093° radials.

V-1526 Troy, Ill.; Samsville, Ill.; Nabb, Ind.; York, Ky.; Elkins, W. Va.; 10 miles wide Linden, Va.; INT Linden 095°, Washington, D. C., 245° radials; Washington.

V-1527 Houston, Tex.; Lufkin, Tex.; Gregg County, Tex.; Texarkana, Ark.; Pine Bluff, Ark.; INT Pine Bluff 037°, Walnut Ridge, Ark., 188° radials; Walnut Ridge; Farmington, Mo.; INT St. Louis, Mo., 171°, Troy, Ill., 233° radials; 10 miles wide St. Louis; thence Springfield, Ill.; INT Springfield 036°, Joliet, Ill., 204° radials; Joliet; 10 miles wide Naperville, Ill.

V-1528 Oakland, Calif.; 10 miles wide INT Oakland 110°, Stockton, Calif., 246° radials; Stockton; INT Stockton 085°, Linden, Calif., 143° radials; thence Coaldale, Nev.; Wilson Creek, Nev.; Milford, Utah; Hanksville, Utah; Dove Creek, Colo.; Alamosa, Colo.; Clayton, N. Mex.; Dalhart, Tex.; 10 miles wide Amarillo, Tex.; Childress, Tex.; thence Wichita Falls, Tex.; INT Wichita Falls 122°, Dallas, Tex., 299° radials; Dallas.

V-1529 Dalhart, Tex.; Tobe, Colo.; Pueblo, Colo.; 10 miles wide INT Pueblo 018°, Kiowa, Colo., 169° radials; Kiowa; Denver, Colo.; thence Laramie, Wyo.; Medicine Bow, Wyo.; Casper, Wyo.; Crazy Woman, Wyo.; Sheridan, Wyo.; Billings, Mont.; INT Billings 317°, Great Falls, Mont., 122° radials; Great Falls.

V-1530 Long Beach, Calif.; 10 miles wide Ontario, Calif.; Hector, Calif.; Goffs, Calif.; thence Peach Springs, Ariz.; Tuba City, Ariz.; Farmington, N. Mex.; Taos, N. Mex.; Cimmarron, N. Mex.; Clayton, N. Mex.; Liberal, Kans.; INT Liberal 090°, Ponca City, Okla., 280° radials; INT Ponca City 280°, Anthony, Kans., 162° radials; 10 miles wide Ponca City; thence Oswego, Kans.; Springfield, Mo.; Farmington, Mo.; Evansville, Ind.; INT Evansville 080°, Louisville, Ky., 269° radials; INT Louisville 269°, Nabb, Ind., 214° radials; 10 miles wide Louisville; thence Lexington, Ky.; Charleston, W. Va.; Montebello, Va.; 10 miles wide Gordonsville, Va.

V-1531 Dallas, Tex.; Ardmore, Okla.; INT Ardmore 342°, Oklahoma City, Okla., 154° radials; Oklahoma City; 12 miles wide Gage, Okla.; thence Liberal, Kans.; Lamar, Colo.; Hugo, Colo.; Kiowa, Colo.; 10 miles wide Denver, Colo.; INT Denver 292°, Kremmling, Colo., 081° radials.

V-1532 Los Angeles, Calif.; 10 miles wide Ontario, Calif.; INT Ontario 091°, Thermal, Calif., 305° radials; thence INT Ontario 091°, Twentynine Palms, Calif., 244° radials; 10 miles wide Twentynine Palms; INT Twentynine Palms 058°, Hector, Calif., 131° radials; thence Needles, Calif.; Prescott, Ariz.; Winslow, Ariz.; Zuni, N. Mex.; INT Zuni 087°, Albuquerque, N. Mex., 269° radials; Albuquerque; Anton Chico, N. Mex.; Tucumcari, N. Mex.; 10 miles wide Amarillo, Tex.; Sayre, Okla.; thence Oklahoma City, Okla.; Tulsa, Okla.; INT Tulsa 059°, Springfield, Mo., 240° radials; Springfield; Vichy, Mo.; Troy, Ill.; INT Troy 080°, Lewis, Ind., 250° radials; Lewis; INT Lewis 071°, Cincinnati, Ohio, 350° radials; 10 miles wide Dayton, Ohio; INT Dayton 084°, Rosewood, Ohio, 123° radials; thence Appleton, Ohio; INT Appleton 085°, Parkersburg, W. Va., 023° radials; 10 miles wide Pittsburgh, Pa.; 8 miles wide Johnstown, Pa.; thence Harrisburg, Pa.; West Chester, Pa.; INT West Chester 095°, Woodstown, N. J., 043° radials; 10 miles wide INT Woodstown 043°, Robbinsville, N. J., 239° radials; Robbinsville.

V-1533 San Antonio, Tex.; INT San Antonio 002°, Lometa, Tex., 173° radials; Lometa; Mineral Wells, Tex.; 10 miles wide INT Mineral Wells 355°, Bridgeport, Tex., 224° radials; Bridgeport; thence Ardmore, Okla.; Okmulgee, Okla.; Tulsa, Okla.; Oswego, Kans.; 10 miles wide Butler, Mo.; Blue Springs, Mo.; INT Blue Springs 016°, Kansas City, Mo., 060° radials; thence Kirksville, Mo.; INT Kirksville 050°, Moline, Ill., 233° radials; Moline; Janesville, Wis.; 10 miles wide Milwaukee, Wis.

V-1534 Nahsville, Tenn.; Bowling Green, Ky.; INT Bowling Green 063°, Louisville, Ky., 168° radials; Lexington, Ky.; York, Ky.; Parkersburg, W. Va.; Morgantown, W. Va.; Martinsburg, W. Va.; 12 miles wide INT Martinsburg 058°, Harrisburg, Pa., 165° radials; thence INT Martinsburg 058°, Pottstown, Pa., 260° radials; Pottstown; INT Pottstown 058°, Solberg, N. J., 242° radials; Solberg; INT Solberg 051°, Trinity, N. Y., 232° radials; Trinity; Hartford, Conn.; Putnam, Conn.; 10 miles wide INT Putnam 043°, Boston, Mass., 256° radials; Boston.

V-1535 Blue Springs, Mo.; 10 miles wide INT Blue Springs 016°, Kansas City, Mo., 060° radials; thence INT Blue Springs 016°, Lamoni, Iowa, 174° radials; Lamoni; 10 miles wide Des Moines, Iowa; thence Mason City, Iowa; INT Mason City 004°, Minneapolis, Minn., 165° radials; Minneapolis; Duluth, Minn.; Duluth 336° radial United States/Canadian Border.

V-1536 Long Beach, Calif.; 10 miles wide Thermal, Calif.; Blythe, Calif.; thence INT Blythe 096°, Phoenix, Ariz., 272° radials; INT Phoenix 272°, Gila Bend, Ariz., 346° radials; 10 miles wide Phoenix; INT Phoenix 066°, Casa Grande, Ariz., 031° radials; thence St. Johns, Ariz.; INT Socorro, N. Mex., 273°, Albuquerque, N. Mex., 229° radials; 10 miles wide Socorro; Corona, N. Mex.; thence INT Corona 077°, Texico, N. Mex., 276° radials; 10 miles wide Texico; thence Childress, Tex.; Wichita Falls, Tex.; Bridgeport, Tex.; Dallas, Tex.; Gregg County, Tex.; INT Gregg County 123°, Alexandria, La., 300° radials; INT Alexandria 300°, Monroe, La., 207° radials; 10 miles wide Alexandria; INT Alexandria 126°, Monroe 183° radials; thence Baton Rouge, La.; New Orleans, La.; INT New Orleans 070°, McComb, Miss., 154° radials; 10 miles wide INT New Orleans 070°, McComb 140° radials; thence INT New Orleans 070°, Mobile, Ala., 243° radials; Mobile; 10 miles wide INT Mobile 106°, Crestview, Fla., 246° radials; Crestview; Marianna, Fla.; thence Tallahassee, Fla.; 10 miles wide Taylor, Fla.; Jacksonville, Fla.

V-1537 Laredo, Tex.; 10 miles wide Cotulla, Tex.; INT Cotulla 041°, San Antonio, Tex., 183° radials; San Antonio; Austin, Tex.; thence INT Austin 016°, Lometa, Tex., 106° radials; 10 miles wide Waco, Tex.; thence Dallas, Tex.; INT Dallas 324°, Ardmore, Okla., 176° radials; Ardmore; McAlester, Okla.; Fayetteville, Ark.; Springfield, Mo.; Hallsville, Mo.; Peoria, Ill.; Joliet, Ill.

V-1538 Tulsa, Okla.; Fayetteville, Ark.; Walnut Ridge, Ark.; 10 miles wide Dyersburg, Tenn.; thence Nashville, Tenn.; 10 miles wide INT Nashville 102°, Bowling Green, Ky., 163° radials; thence Crossville, Tenn.; 10 miles wide Knoxville, Tenn.; thence Charleston, W. Va.; Morgantown, W. Va.; Johnstown, Pa.; INT Johnstown 067°, Selinsgrove, Pa., 260° radials; Selinsgrove.

V-1539 Abilene, Tex.; Wichita Falls, Tex.; INT Wichita Falls 028°, Ardmore, Okla., 291° radials; 10 miles wide INT Wichita Falls 028°, Oklahoma City, Okla., 202° radials; Oklahoma City; Ponca City, Okla.; INT Ponca City 328°, Wichita, Kans., 190° radials; Wichita.

V-1540 San Diego, Calif.; 12 miles wide INT San Diego 090°, Julian, Calif., 130° radials; 10 miles wide El Centro, Calif.; Yuma, Ariz.; INT Yuma 087°, Gila Bend, Ariz., 261° radials; Gila Bend; Casa Grande, Ariz.; 12 miles wide San Simon, Ariz.; thence Deming, N. Mex.; 10 miles wide INT Deming 106°, Truth or Consequences, N. Mex., 159° radials; Newman, Tex.; 9 miles wide (4 miles N; 5 miles S of centerline) INT Newman 091°, El Paso, Texas, 066° radials; 10 miles wide INT Newman 091°, Slat Flat, Tex, 312° radials; 12 miles wide INT Newman 091°, Slat Flat 005° radials; thence Wink, Tex.; INT Wink 068°, Big Spring, Tex., 256° radials; Big Spring; 10 miles wide Abilene, Tex.; Mineral Wells, Tex.; INT Mineral Wells 078°, Dallas, Tex., 252° radials; Dallas; thence INT Dallas 079°, Texarkana, Ark., 256° radials; Texarkana; Pine Bluff, Ark.; INT Pine Bluff 067°, Memphis, Tenn., 241° radials; Memphis; INT Memphis 066°, Nashville, Tenn., 252° radials; INT Nashville 252°, Muscle Shoals, Ala., 002° radials; 10 miles wide Nashville; thence London, Ky.; Bluefield, W. Va.; 10 miles wide Montebello, Va.; thence INT Montebello 053°, Herndon, Va., 220° radials; Herndon; 10 miles wide INT Herndon 038°, West Chester, Pa., 253° radials; 12 miles wide West Chester; 10 miles wide Solberg, N. J.

V-1541 Midland, Tex.; 10 miles wide Lubbock, Tex.; Amarillo, Tex.; Gage, Okla.; Anthony, Kans.; Wichita, Kans.; Emporia, Kans.; Kansas City, Mo.; thence INT Kanasa City 340°, Lamoni, Iowa, 277° radials; 10 miles wide Neola, Iowa; thence INT Neola 322°, Sioux City, Iowa, 160° radials; 10 miles wide Sioux City; thence Sioux Falls, S. Dak.; Watertown, S. Dak.; Janestown, N. Dak.; Minot, N. Dak.; U. S./Canadian Border via Minot 335° radial. The portions of this airway lying within (R-5403) are excluded. The airspace within (R-5403) shall be used only after obtaining prior approval from appropriate authority.

V-1542 San Diego, Calif.; 12 miles wide INT San Diego 090°, Julian, Calif., 130° radials; 10 miles wide El Centro, Calif.; Yuma, Ariz.; INT Yuma 087°, Gila Bend, Ariz., 261° radials; Gila Bend; Tucson, Ariz.; Cochise, Ariz.; thence INT Deming, N. Mex., 235°, Columbus, N. Mex., 277° radials; 8 miles wide Columbus; El Paso, Tex.; Salt Flat, Tex.; Culberson, Tex.; thence Fort Stockton, Tex.; Junction, Tex.; San Antonio, Tex.; Houston, Tex.; INT Houston 075°, Lake Charles, La., 256° radials; Lake Charles; INT Lake Charles 089°, New Orleans, La., 275° radials; New Orleans; INT New Orleans 070°, McComb, Miss., 154° radials; 10 miles wide INT New Orleans 070°, McComb 140° radials; thence INT New Orleans 070°, Mobile, Ala., 243° radials; Mobile; Evergreen, Ala.; Montgomery, Ala.; 10 miles wide Tuskegee, Ala.; INT Tuskegee 078°, Macon, Ga., 271° radials; Macon; thence INT Macon 056°, Royston, Ga., 164° radials; 10 miles wide Augusta, Ga.; thence Columbia, S. C.; 10 miles wide INT Columbia 079°, Florence, S. C., 242° radials; Florence.

V-1543 Newman, Tex.; 10 miles wide INT Newman 287°, Truth or Consequences, N. Mex., 159° radials; thence Truth or Consequences; Socorro, N. Mex.; Albuquerque, N. Mex.; Santa Fe, N. Mex.; Taos, N. Mex.; Alamosa, Colo.; Pueblo, Colo.; Colorado Springs, Colo.; INT Colorado Springs 345°, Denver, Colo., 183° radials; 10 miles wide Denver; thence Akron, Colo.; North Platte, Nebr.; O'Neill, Nebr.; Sioux Falls, S. Dak.; Redwood Falls, Minn.; Minneapolis, Minn.

V-1544 Dallas, Tex.; INT Dallas 079°, Texarkana, Ark., 256° radials; Texarkana; INT Greenwood, Miss., 272°, Pine Bluff, Ark., 148° radials; 10 miles wide Greenwood; thence INT Columbus, Miss., 270°, Meridian, Miss., 346° radials; 10 miles wide Columbus; Birmingham, Ala.; thence INT Birmingham 100°, Atlanta, Ga., 267° radials; Atlanta; 10 miles wide Royston, Ga.; thence Spartanburg, S. C.; Greensboro, N. C.; INT Greensboro 051°, Gordonsville, Va., 207° radials; Gordonsville.

V-1545 Tucson, Ariz.; 10 miles wide INT Tucson 299°, Casa Grande, Ariz., 158° radials; Casa Grande; Phoenix, Ariz.; Prescott, Ariz.; thence Needles, Calif.; Goffs, Calif.; Beatty, Nev.; Coaldale, Nev.; Reno, Nev.

V-1546 Dallas, Tex.; INT Dallas 097°, Shreveport, La., 275° radials; Shreveport; Monroe, La.; Jackson, Miss.; INT Meridian, Miss., 277°, Greenwood, Miss., 139° radials; 10 miles wide Meridian; INT Meridian 089°, Tuscaloosa, Ala., 213° radials; thence INT Meridian 089°, Montgomery, Ala., 282° radials; 10 miles wide Montgomery; Tuskegee, Ala.; McDonough, Ga.; INT McDonough 066°, Norcross, Ga., 137° radials; thence Greenwood, S. C.; INT Greenwood 060°, Fort Mill, S. C., 227° radials; Fort Mill; INT Fort Mill 069°, Raleigh-Durham, N. C., 240° radials; Raleigh-Durham; Rocky Mount, N. C.; Cofield, N. C.; 10 miles wide INT Cofield 101°, Cape Charles, Va., 188° radials.

V-1547 Los Angeles, Calif.; 10 miles wide Ontario, Calif.; Hector, Calif.; INT Hector 049°, Las Vegas, Nev., 210° radials; Las Vegas; Mormon Mesa, Nev.; thence Milford, Utah; Myton, Utah; Rock Springs, Wyo.; Casper, Wyo.; Dickinson, N. Dak.; Pembina, N. Dak., RR.

V-1548 Laredo, Tex.; 10 miles wide Alice, Tex.; Corpus Christi, Tex.; Palacios, Tex.; Houston, Tex.; thence INT Houston 075°, Lake Charles, La., 256° radials; Lake Charles; McComb, Miss.; INT Meridian, Miss., 229°, Jackson, Miss., 135° radials; 10 miles wide Meridian; thence INT Meridian 040°, Tuscaloosa, Ala., 239° radials; Tuscaloosa; 10 miles wide Birmingham, Ala.; thence Chattanooga, Tenn.; INT Chattanooga 037°, Knoxville, Tenn., 247° radials; 10 miles wide Knoxville; thence Holston Mountain, Tenn.; Pulaski, Va.; 14 miles wide Gordonsville, Va.; 10 miles wide Nottingham, Md.; Kenton, Del.; Coyle, N. J.; INT Coyle 057°, Riverhead, N. Y., 218° radials; Riverhead; INT Riverhead 046°, Boston, Mass., 223° radials; Boston.

V-1549 Los Angeles, Calif.; 12 miles wide INT Los Angeles 061°, Daggett, Calif., 234° radials; Daggett; INT Daggett 072°, Goffs, Calif., 268° radials; Goffs; thence Mormon Mesa, Nev.; Milford, Utah; Delta, Utah; Provo, Utah; Salt Lake City, Utah; Ogden, Utah; Malad City, Idaho; Pocatello, Idaho; Dubois. Idaho; Dillon. Mont.; Helena, Mont.; Great Falls, Mont.; Cut Bank, Mont.; U. S./Canadian Border via Cut Bank 348° radial.

V-1550 Albuquerque, N. Mex.; INT Albuquerque 120°, Corona, N. Mex., 311° radials; Corona; 8 miles wide Roswell, N. Mex.; 10 miles wide Hobbs, N. Mex.; Midland, Tex.; San Angelo, Tex.; thence Lometa, Tex.; 10 miles wide INT Lometa 106°, Leona, Tex., 264° radials; thence Leona; Lufkin, Tex.; INT Lufkin 086°, Lake Charles, La., 348° radials; 10 miles wide Alexandria, La.; thence McComb, Miss.; Evergreen, Ala. The airspace within (R-6309) shall be used only after obtaining prior approval from appropriate authority.

V-1551 Oakland, Calif.; 10 miles wide INT Oakland 077°, Stockton, Calif., 268° radials; Stockton; Linden, Calif.; INT Linden 046°, Reno, Nev., 208° radials; Reno; 10 miles wide Lovelock, Nev.; Battle Mountain, Nev.; INT Battle Mountain 062°, Wells, Nev., 256° radials; Wells; thence Pocatello, Idaho; Du Noir, Wyo.; Billings, Mont.; Miles City, Mont.; Dickinson, N. Dak.; Minot, N. Dak.; 10 miles wide Minot 025° radial, U. S./Canadian Border.

V-1553 Oakland, Calif.; 8 miles wide INT Oakland 039°, Sacramento, Calif., 212° radials; Sacramento; 10 miles wide Lake Tahoe, Calif.; Reno, Nev.; Lovelock, Nev.; Sod House, Nev.; Rome, Oreg.; Boise, Idaho; thence McCall, Idaho; Missoula, Mont.; Cut Bank, Mont.; 10 miles wide Cut Bank 059° radial U. S./Canadian Border.

V-1555 San Francisco, Calif.; 10 miles wide INT San Francisco 304°, Ukiah, Calif., 172° radials; Ukiah; thence Red Bluff, Calif.; INT Red Bluff 015°, Klamath Falls, Oreg., 181° radials; Klamath Falls; 10 miles wide INT Klamath Falls 008°, Lakeview, Oreg., 273° radials; thence Redmond, Oreg.; Pendleton, Oreg.; Mullan Pass, Idaho; Mullan Pass 026° radial U. S./Canadian Border.

V-1557 San Diego, Calif.; 10 miles wide Los Angeles, Calif.; Gorman, Calif.; thence Bakersfield, Calif.; 10 miles wide Fresno, Calif.; Linden, Calif.; Sacramento, Calif.; INT Sacramento 346°, Red Bluff, Calif., 158° radials; Red Bluff; thence INT Red Bluff 342°, Medford, Oreg., 176° radials; Medford; Eugene, Oreg.; 10 miles wide Portland, Oreg.; INT Portland 353°, Seattle, Wash., 197° radials; 12 miles wide INT Seattle 197°, Hoquiam, Wash., 095° radials; 10 miles wide Seattle; thence INT Seattle 359°, Bellingham, Wash., 169° radials; Bellingham; 10 miles wide Bellingham 289° radial U. S./Canadian Border.

V-1559 INT Long Beach, Calif., 287°, Fillmore, Calif., 163° radials; 10 miles wide Fillmore; Avenal, Calif.; Los Banos, Calif.; INT Los Banos 344°, Salinas, Calif., 042° radials; 8 miles wide INT Los Banos 344°, Salinas 032° radials; 10 miles wide Stockton, Calif.; INT Stockton 268°, Oakland, Calif., 077° radials; Oakland; Point Reyes, Calif.; INT Point Reyes 352°, Ukiah, Calif., 147° radials; Ukiah; thence Fortuna, Calif.; 10 miles wide Cresent City, Calif.; thence North Bend, Oreg.; INT North Bend 004°, Newberg, Oreg., 225° radials; INT Newberg 225°, Eugene, Oreg., 360° radials; 10 miles wide Newberg; Portland, Oreg. The airspace within R-2522 shall be used only after obtaining prior approval from appropriate authority.

V-1602 Fort Myers, Fla.; La Belle, Fla.; Vero Beach, Fla.

V-1603 North Bend, Oreg.; Eugene, Oreg.

V-1604 St. Petersburg, Fla.; 10 miles wide Orlando, Fla.; thence Daytona Beach, Fla.

V-1605 San Luis Obispo, Calif.; Paso Robles, Calif.; Los Banos, Calif.; 10 miles wide Oakland, Calif.; INT Oakland 004°, Williams, Calif., 191° radials; Williams; INT Williams VOR 002°, Red Bluff, Calif., 158° radials; Red Bluff.

V-1606 Tallahassee, Fla.; Cross City, Fla.; Ocala, Fla.; 10 miles wide Orlando, Fla.; thence INT Orlando 071°, Daytona Beach, Fla., 161° radials.

V-1607 INT Fillmore, Calif., 268°, Santa Barbara, Calif., 109° radials; 10 miles wide INT Fillmore 268°, Gaviota, Calif., 143° radials; Gaviota; San Luis Obispo, Calif.; INT San Luis Obispo 308°, Big Sur, Calif., 157° radials; Big Sur; INT Big Sur 325°, Point Reyes, Calif., 161° radials; Point Reyes.

V-1608 Lake Charels, La.; INT Lake Charles 089°, Baton Rouge, La., 241° radials; Baton Rouge; Picayune, Miss.; Evergreen, Ala.

V-1609 INT Fillmore, Calif., 268°, Santa Barbara, Calif., 109° radials; 10 miles wide Santa Barbara; thence Paso Robles, Calif.; 10 miles wide INT Paso Robles 317°, Salinas, Calif., 147° radials; Salinas; INT Salinas 310°, San Francisco, Calif., 160° radials; San Francisco; INT San Francisco 304°, Point Reyes, Calif.,161° radials; Point Reyes; INT Point Reyes 352°, Red Bluff, Calif., 202° radials; thence Red Bluff; INT Red Bluff 031°, Lakeview, Oreg., 206° radials; Lakeview; Redmond, Oreg.; The Dalles, Oreg.; INT The Dalles 012°, Seattle, Wash., 129° radials; 10 miles wide Ellensburg, Wash.

V-1610 El Paso, Tex.; 8 miles wide INT El Paso 132°, Hudspeth, Tex., 272° radials; Hudspeth; thence INT Hudspeth 117°, Fort Stockton, Tex., 274° radials; Fort Stockton; 10 miles wide INT Fort Stockton 112°, Midland, Tex., 202° radials; thence Rocksprings, Tex.; INT Rocksprings 090°, San Antonio, Tex., 309° radials; San Antonio, INT San Antonio 074°, Houston, Tex., 290° radials; Houston; INT Houston 044°, Lake Charles, La., 273° radials; Lake Charles.

V-1611 Baker, Oreg.; Pendleton, Oreg.; Spokane, Wash.

V-1612 Allendale, S. C.; 10 miles wide Charleston, S. C.

V-1613 San Diego, Calif.; 10 miles wide INT San Diego 001°, Julian, Calif., 257° radials; Julian; INT Julian 036°, Twentynine Palms, Calif., 214° radials; Twentynine Palms; 8 miles wide INT Twentynine Palms 043°, Goffs, Calif., 200° radials; thence Goffs; Las Vegas, Nev.

V-1614 Salt Flat, Tex.; Carlsbad, N. Mex.; 10 miles wide INT Carlsbad 021°, Roswell, N. Mex., 115° radials; 14 miles wide INT Carlsbad 021°, Roswell 089° radials; thence INT Carlsbad 021°, Roswell 080° radials; 14 miles wide INT Roswell 080°, Hobbs, N. Mex., 003° radials; 12 miles wide INT Lubbock, Tex., 262°, Hobbs 014° radials; 10 miles wide Lubbock; thence Childress, Tex.; INT Childress 064°, Oklahoma City, Okla., 242° radials; Oklahoma City.

V-1615 McCall, Idaho; Mullan Pass, Idaho.

V-1616 Macon, Ga.; Savannah, Ga.

V-1617 Yuma, Ariz.; 10 miles wide INT Yuma 351°, Gila Bend, Ariz., 276° radials; thence Blythe, Calif.; Parker, Calif.; Needles, Calif.; Las Vegas, Nev.

V-1618 Roswell, N. Mex.; 10 miles wide INT Roswell 080°, Texico, N. Mex., 212° radials; 14 miles wide INT Lubbock, Tex., 262°, Hobbs, N. Mex., 003° radials; 12 miles wide INT Lubbock 262°, Hobbs 014° radials; 10 miles wide Lubbock; thence Guthrie, Tex.; Wichita Falls, Tex.

V-1619 Needles, Calif.; Mormon Mesa, Nev.

V-1620 Atlanta, Ga.; McDonough, Ga.; Augusta, Ga.

V-1621 Bonneville, Utah; 10 miles wide Lucin, Utah; thence Burley, Idaho.

V-1622 Lubbock, Tex., 14 miles wide INT Lubbock 101°, Abilene, Tex., 327° radials; INT Abilene 327°, Big Spring, Tex., 058° radials; thence Abilene, Tex.; INT Abilene 096°, Britton, Tex., 264° radials; Britton; Gregg County, Tex.; INT Gregg County 091°, Monroe, La., 268° radials; Monroe.

V-1623 Ogden, Utah; Burley, Idaho.

V-1624 Thermal, Calif.; Parker, Calif.; Prescott, Ariz.; St. Johns, Ariz.; INT St. Johns 071°, Albuquerque, N. Mex., 253° radials; INT Albuquerque 253°, Grants, N. Mex., 133° radials; 10 miles wide Albuquerque; thence Santa Fe, N. Mex.; Las Vegas, N. Mex.; Dalhart, Tex.; Gage, Okla.

V-1625 Tucson, Ariz.; 10 miles wide Cochise, Ariz.; San Simon, Ariz.; thence Truth or Consequences, N. Mex.; St. Johns, Ariz.; Zuni, N. Mex.; Farmington, N. Mex.; Grand Junction, Colo.; Myton, Utah; Salt Lake City, Utah.

V-1626 Sayre, Okla.; INT Kingfisher, Okla., 251°, Oklahoma City, Okla., 298° radials; 8 miles wide Kingfisher; INT Kingfisher 071°, Tulsa, Okla., 262° radials; 14 miles wide INT Tulsa 262°, Ponca City, Okla., 150° radials; 10 miles wide Tulsa.

V-1627 Winslow, Ariz.; Farmington, N. Mex.; Gunnsion, Colo.; Kremmling, Colo.; Laramie, Wyo.

V-1628 San Simon, Ariz.; INT San Simon 124°, Columbus, N. Mex., 277° radials; INT Deming, N. Mex., 235°, Columbus 277° radials; 8 miles wide Columbus; El Paso, Tex.; INT El Paso 132°, Hudspeth, Tex., 272° radials; Hudsepth; Culberson, Tex.; thence INT Culberson 090°, Midland, Tex., 243° radials; INT Midland 243°, Wink, Tex., 107° radials; 10 miles wide Midland; INT Midland 080°, Big Spring, Tex., 139° radials; thence INT Midland 080°, Abilene, Tex., 251° radials; Abilene; Bridgeport, Tex.; Dallas, Tex.; INT Dallas 062°, Texarkana, Ark., 272° radials; Texarkana; Little Rock, Ark.; Memphis, Tenn.; Muscle Shoals, Ala.; INT Muscle Shoals 082°, Birmingham, Ala., 358° radials; 10 miles wide INT Muscle Shoals 082°, Birmingham 020° radials; thence Chattanooga, Tenn.; Spartanburg, S. C.; Fort Mill, S. C.

V-1629 Albuquerque, N. Mex.; Farmington, N. Mex.; Grand Junction, Colo.; Rock Springs, Wyo.; Boysen Reservoir, Wyo.; Billings, Mont.

V-1630 Santa Fe, N. Mex.; Las Vegas, N. Mex.; Tucumcari, N. Mex.; Texico, N. Mex.; 10 miles wide INT Texico 117°, Lubbock, Tex., 008° radials; Lubbock; Big Spring, Tex.; San Angelo, Tex.; thence Austin, Tex.; Houston, Tex.

V-1631 Corona, N. Mex.; Santa Fe, N. Mex.

V-1633 Pueblo, Colo.; Hugo, Colo.; Thurman, Colo.; Akron, Colo.; Sidney, Nebr.; Scottsbluff, Nebr.

V-1634 Gaviota, Calif.; 10 miles wide Santa Barbara, Calif.; INT Santa Barbara 091°, Fillmore, Calif., 310° radials; Fillmore; Palmdale, Calif.

V-1635 Las Vegas, N. Mex.; Cimarron, N. Mex.; Pueblo, Colo.; Colorado Springs, Colo.; INT Colorado Springs 345°, Denver, Colo., 183° radials; 10 miles wide Denver; thence Cheyenne, Wyo.; Scottsbluff, Nebr.; Chadron, Nebr.; Smithwick, S. Dak.; 10 miles wide Rapid City, S. Dak.

V-1636 Tuba City, Ariz.; Dove Creek, Colo.; Gunnison, Colo.; Kiowa, Colo.; Thurman, Colo.; INT Thurman 100°, Hill City, Kans., 277° radials; Hill City; Hutchinson, Kans.

V-1637 Dalhart, Tex.; Liberal, Kans.; Hutchinson, Kans.; 14 miles wide INT Hutchinson 062°, Topeka, Kans., 236° radials; INT Topeka 236°, Emporia, Kans., 332° radials; 8 miles wide Topeka; INT Topeka 030°, Kansas City, Mo., 320° radials; 12 miles wide INT Topeka 030°, Lamoni, Iowa, 229° radials; Lamoni.

V-1638 Paso Robles, Calif.; 10 miles wide Avenal, Calif.; Bakersfield, Calif.

V-1639 Gage, Okla.; Garden City, Kans.

V-1640 Greensboro, N. C.; Raleigh-Durham, N. C.

V-1641 Bridgeport, Tex.; Oklahoma City, Okla.

V-1642 Delta, Utah; Grand Junction, Colo.; Gunnison, Colo.; INT Gunnison 125°, Alamosa, Colo., 332° radials; Alamosa; Tobe, Colo.; Liberal, Kans.

V-1643 Brownsville, Tex.; INT Brownsville 339°, Alice, Tex., 171° radials; 12 miles wide Alice; INT Alice 334°, San Antonio, Tex., 183° radials; INT San Antonio 183°, Cotulla, Tex., 041° radials; 10 miles wide San Antonio; Junction, Tex.; San Angelo, Tex.

V-1644 Hugo, Colo.; Garden City, Kans.; Anthony, Kans.; Ponca City, Okla.; 10 miles wide Tulsa, Okla.; Fort Smith, Ark.; INT Fort Smith 098°, Fayetteville, Ark., 173° radials; thence INT Fort Smith 098°, Little Rock, Ark., 302° radials; Little Rock.

V-1645 Socorro, N. Mex.; 12 miles wide INT Socorro 057°, Las Vegas, N. Mex., 216° radials; Las Vegas; thence Tobe, Colo.; Lamar, Colo.; INT Lamar 033°, Hayes Center, Nebr., 209° radials; Hayes Center; North Platte, Nebr.

V-1646 Kansas City, Mo.; Macon, Mo.; Springfield, Ill.; Indianapolis, Ind.; INT Indianapolis 137°, Cincinnati, Ohio, 290° radials; Cincinnati; 10 miles wide York, Ky.; thence Charleston, W. Va.; Elkins, W. Va.; 10 miles wide INT Elkins 076°, Front Royal, Va., 269° radials; Front Royal.

V-1647 Neola, Iowa; Fort Dodge, Iowa; Mason City, Iowa.

V-1648 INT Big Sur, Calif., 325°, Salinas, Calif., 281° radials; 10 miles wide Salinas; Los Banos, Calif.; Fresno, Calif.

V-1649 Lufkin, Tex.; Shreveport, La.; Texarkana, Ark.; Page, Okla.; Fayetteville, Ark.

V-1650 Macon, Mo.; INT Peoria, Ill., 245°, Macon 062° radials; 10 miles wide Peoria; thence Bradford, Ill.; INT Bradford 033°, Naperville, Ill., 290° radials.

V-1651 Jackson, Miss.; INT Jackson 311°, Pine Bluff, Ark., 148° radials; Pine Bluff; Little Rock, Ark.; INT Little Rock 302°, Flippin, Ark., 181° radials; Flippin; Springfield, Mo.; 10 miles wide Blue Springs, Mo.; Kansas City, Mo.

V-1652 Thurman, Colo.; Hayes Center, Nebr.; INT Hayes Center 059°, Wolbach, Nebr., 251° radials; Wolbach.

V-1653 New Orleans, La.; Picayune, Miss.; INT Picayune 021°, Meridian, Miss., 206° radials; Meridian; INT Meridian 040°, Tuscaloosa, Ala., 239° radials; Tuscaloosa; 10 miles wide Birmingham, Ala.; thence Muscle Shoals, Ala.; INT Muscle Shoals 002°, Nashville, Tenn., 252° radials; 10 miles wide Nashville.

V-1654 Ukiah, Calif.; Williams, Calif.; INT Sacramento, Calif., 038°, Reno, Nev., 257° radials; 10 miles wide Reno.

V-1655 Jacksonville, Fla.; INT Jacksonville 354°, Savannah, Ga., 210° radials; INT Alma, Ga., 083°, Savannah 210° radials; 8 miles wide Savannah.

V-1656 INT Salt Lake City, Utah, 265°, Provo, Utah, 315° radials; Provo; Myton, Utah.

V-1657 Tiverton, Ohio; Attica, Ohio; Waterville, Ohio; INT Waterville 306°, Pullman, Mich., 112° radials; Pullman; Muskegon, Mich.; White Cloud, Mich.; Traverse City, Mich.

V-1658 Martinsburg, W. Va.; 10 miles wide Baltimore, Md.; INT Baltimore 097°, Kenton, Del., 242° radials; Kenton; INT Kenton 086°, Barnegat, N. J., 233° radials; Barnegat.

V-1659 Milwaukee, Wis.; Green Bay, Wis.

V-1660 Appleton, Ohio; INT Appleton 111°, Parkersburg, W. Va., 321° radials; Parkersburg; Elkins, W. Va.; 10 miles wide INT Elkins 092°, Gordonsville, Va., 323° radials; thence Gordonsville; Flat Rock, Va.

V-1661 Crestview, Fla.; Montgomery, Ala.; 12 miles wide INT Montgomery 047°, Atlanta, Ga., 233° radials; Atlanta; 10 miles wide Norcross, Ga.

V-1662 Wells, Nev.; Malad City, Idaho; Big Piney, Wyo.; Casper, Wyo.

V-1663 Fort Wayne, Ind., Goshen, Ind.; South Bend, Ind.; INT South Bend 310°, Keeler, Mich., 271° radials; INT Northbrook, Ill., 093°, Chicago Heights, Ill., 358° radials; 10 miles wide Northbrook.

V-1664 Des Moines, Iowa; 8 miles wide Newton, Iowa; thence INT Newton 068°, Dubuque, Iowa, 258° radials; Dubuque; Janesville, Wis.

V-1665 Tallahassee, Fla.; Albany, Ga.; 10 miles wide Macon, Ga.

V-1666 Denver, Colo.; INT Denver 061°, Hayes Center, Nebr., 276° radials; Hayes Center.

V-1667 Fort Mill, S. C.; Holston Mountain, Tenn.; Lexington, Ky.

V-1668 Medicine Bow, Wyo.; 14 miles wide Chadron, Nebr.

V-1669 Alma, Ga.; 10 miles wide INT Alma 035°, Savannah, Ga., 274° radials; thence Allendale, S. C.; 12 miles wide INT Allendale 058°, Florence, S. C., 220° radials; Florence.

V-1670 Johnstown, Pa.; Tyrone, Pa.; Philipsburg, Pa.; Williamsport, Pa.; Binghamton, N. Y.

V-1671 Pittsburgh, Pa.; Akron, Ohio; INT Akron 319°, Windsor, Ont., 121° radials; Windsor, Ont., excluding the portion which lies over Canada.

V-1672 Selinsgrove, Pa.; Thornhurst, Pa.; 10 miles wide Huguenot, N. Y.; INT Huguenot 077°, Poughkeepsie, N. Y., 236° radials; Poughkeepsie.

V-1673 Greensboro, N. C.; INT Greensboro 026°, Montebello, Va., 189° radials; Montebello; Front Royal, Va.; Martinsburg, W. Va.; Philipsburg, Pa.; INT Philipsburg 031°, Syracuse, N. Y., 210° radials; Syracuse.

V-1674 INT Tiverton, Ohio, 088°, Clarion, Pa., 222° radials; Clarion; INT Clarion 048°, Bradford, Pa., 222° radials; Bradford; Wellsville, N. Y.; INT Wellsville 090°, Binghamton, N. Y., 265° radials; Binghamton; Rockdale, N. Y.; Albany, N. Y.; Cambridge, N. Y.

V-1675 Charleston, S. C.; 10 miles wide INT Charleston 300°, Columbia, S. C.; 153° radials; Columbia; thence Spartanburg, S. C.

V-1676 Northbrook, Ill.; South Bend, Ind.; 10 miles wide INT South Bend 075°, Muskegon, Mich., 157° radials; thence INT South Bend 075°, Windsor, Ont., 261° radials; INT Windsor 261°, Salem, Mich., 123° radials; 10 miles wide Windsor, excluding the portion which lies over Canada.

V-1677 Wilmington, N. C.; Rocky Mount, N. C.; 10 miles wide INT Rocky Mount 360°, Flat Rock, Va., 171° radials; Flat Rock.

V-1678 Northbrook, Ill.; 10 miles wide INT Northbrook 078°, Chicago Heights, Ill., 358° radials; thence Pullman, Mich.; 10 miles wide INT Pullman 076°, Muskegon, Mich., 140° radials; thence INT Pullman 076°, Peck, Mich., 250° radials; INT Peck 250°, Saginaw, Mich., 149° radials; 10 miles wide Peck.

V-1679 Gordonsville, Va.; INT Gordonsville 020°, Herndon, Va., 220° radials; Herndon; Harrisburg, Pa.; Selinsgrove, Pa.; Williamsport, Pa.; Binghamton, N. Y.; Syracuse, N. Y.; 10 miles wide INT Syracuse 007°, Massena, N. Y., 230° radials; thence Massena; 10 miles wide Massena 051° radial U. S./Canadian Border.

V-1680 Fortuna, Calif.; Red Bluff, Calif.

V-1681 Raleigh-Durham, N. C.; INT Raleigh-Durham 016°, Flat Rock, Va., 213° radials; Flat Rock; INT Flat Rock 025°, Gordonsville, Va., 058° radials. Washington, D. C.; 10 miles wide Baltimore, Md.; INT Baltimore 035°, New Castle, Del., 257° radials; New Castle; Woodstown, N. J.; INT Woodstown 043°, Pottstown, Pa., 104° radials; Robbinsville, N. J.

V-1682 Idlewild, N. Y.; 10 miles wide INT Idlewild 080°, Riverhead, N. Y., 127° radials; 14 miles wide INT Idlewild 080°, Hampton, N. Y., 223° radials; Hampton; 10 miles wide INT Hampton 059°, Providence, R. I., 212° radials; Providence; INT Providence 043°, Boston, Mass., 133° radials; Boston.

V-1683 Rocky Mount, N. C.; Hopewell, Va.; 12 miles wide INT Hopewell 019°, Cape Charles, Va., 313° radials. Baltimore, Md.; 10 miles wide Harrisburg, Pa.; thence Philipsburg, Pa.; Bradford, Pa.; Buffalo, N. Y.

V-1684 Mason City, Iowa; Dubuque, Iowa; Polo, Ill.

V-1685 INT Salisbury, Md., 340°, Baltimore, Md., 097° radials; New Castle, Del. West Chester, Pa.; Pottstown, Pa.; Allentown, Pa.; Wilkes-Barre, Pa.; INT Wilkes-Barre 354°, Syracuse, N. Y., 151° radials; Syracuse.

V-1686 Bradford, Pa.; Selinsgrove, Pa.; 10 miles wide Tower City, Pa.; 8 miles wide INT Tower City 128° Pottstown, Pa., 286° radials; thence West Chester, Pa.

V-1687 Sparta, N. J.; Huguenot, N. Y.; INT Huguenot 340°, Rockdale, N. Y., 144° radials; Rockdale; 10 miles wide INT Rockdale 327°, Syracuse, N. Y., 117° radials; Syracuse.

V-1688 Casper, Wyo.; Rapid City, S. Dak.; 10 miles wide INT Rapid City 085°, Dupree, S. Dak., 185° radials; thence INT Rapid City 085°, Pierre, S. Dak., 253° radials; Pierre; Huron, S. Dak.; Redwood Falls, Minn.; INT Redwood Falls 083°, Eau Claire, Wis., 258° radials; Eau Claire.

V-1689 Albany, N. Y.; INT Massena, N. Y., 163°, St. Eustache, Quebec, 200° radials; INT Massena 096°, St. Eustache 200° radials; 10 miles wide St. Eustache 200° radial U.S./Canadian Border.

V-1690 Milwaukee, Wis.; INT Milwaukee 102°, Pullman, Mich., 303° radials; Pullman; Salem, Mich.

V-1691 Coyle, N. J.; 10 miles wide Idlewild, N. Y. INT Idlewild 065°, Clermont, N. Y., 157° radials; 12 miles wide Clermont; Albany, N. Y.; Plattsburgh, N. Y.; 10 miles wide Plattsburgh 334° radial U. S./Canadian Border.

V-1692 Medford, Oreg.; 8 miles wide Klamath Falls, Oreg.; thence Lakeview, Oreg.; Rome, Oreg.; INT Rome 099°, Burley, Idaho, 261° radials; Burley; Pocatello, Idaho.

V-1693 Riverhead, N. Y.; 10 miles wide Poughkeepsie, N. Y.; Cambridge, N. Y.; Burlington, Vt.; INT Burlington 359°, St. Johns, Quebec, 158° radials; St. Johns, excluding the portion which lies over Canada.

V-1694 Muskegon, Mich.; INT Peck, Mich., 269°, Saginaw, Mich., 157° radials; 10 miles wide Peck.

V-1695 Poughkeepsie, N. Y.; Keene, N. H.; Concord, N. H.; Kennebunk, Maine; 12 miles wide INT Kennebunk 033°, Bangor, Maine 232° radials; 10 miles wide Bangor; INT Bangor 059°, Millinocket, Maine, 185° radials; thence Bangor 059° radial U. S./Canadian Border.

V-1696 Buffalo, N. Y.; Wellsville, N. Y.; INT Wellsville 132°, Williamsport, Pa., 307° radials; Williamsport; 10 miles wide Thornhurst, Pa.; Tannersville, Pa.; INT Tannersville 114°, Solberg, N. J., 051° radials.

V-1697 Nantucket, Mass.; 10 miles wide INT Nantucket 339°, Boston, Mass., 133° radials; Boston; Manchester, N. H.; Concord, N. H.; Burlington, Vt.; Plattsburgh, N. Y.; Plattsburgh 334° radial U. S./Canadian Border.

V-1698 Buffalo, N. Y.; INT Buffalo 098°, Binghamton, N. Y., 300° radials; Binghamton; Huguenot, N. Y.; Trinity, N. Y.

V-1699 Lakeland, Fla.; Cross City, Fla.

V-1700 Watertown, S. Dak.; Minneapolis, Minn.

V-1701 Chattanooga, Tenn.; INT Chattanooga 313°, Crossville, Tenn., 257° radials; 10 miles wide Nashville, Tenn.; thence INT Nashville 338°, Evansville, Ind., 144° radials; 10 miles wide Evansville; thence INT Troy, Ill., 118°, Vandalia, Ill., 180° radials; 10 miles wide Troy, Ill.

V-1702 Lakehead, Ont.; 10 miles wide INT Lakehead 116°, Houghton, Mich., 348° radials; thence Whitefish, Mich.; 10 miles wide Sault Ste. Marie, Mich.; Wiarton, Canada; Toronto, Canada; INT Toronto 141°, Buffalo, N. Y., 312° radials; Buffalo; thence INT Buffalo 124°, Wilkes-Barre, Pa., 299° radials; Wilkes-Barre; 10 miles wide Sparta, N. J.; INT Sparta 112°, Trinity, N. Y., 232° radials, excluding the portion which lies over Canada.

V-1703 Dallas, Tex.; INT Dallas 283°, Ardmore, Okla., 192° radials; Ardmore.

V-1704 Newberg, Oreg.; Redmond, Oreg.; John Day, Oreg.; Baker, Oreg.; McCall, Idaho.

V-1705 Fresno, Calif.; Reno, Nev.; Lakeview, Oreg.; Redmond, Oreg.; Newberg, Oreg.

V-1706 Miles City, Mont.; Dupree, S. Dak.; Pierre, S. Dak.; Sioux Falls, S. Dak.; Mason City, Iowa; INT Mason City 095°, Rewey, Wis., 279° radials; Rewey; INT Rewey 099°, Janesville, Wis., 294° radials; 10 miles wide Janesville; thence INT Janesville 080°, Pullman, Mich., 282° radials; Pullman; Salem, Mich.

V-1707 Denver, Colo.; 10 miles wide Gill, Colo.; Laramie, Wyo.

V-1708 Poughkeepsie, N. Y.; Hartford, Conn.; INT Hartford 101°, Boston, Mass., 223° radials.

V-1709 Kiowa, Colo.; INT Kiowa 005°, Cheyenne, Wyo., 131° radials; Cheyenne; INT Cheyenne 347°, Crazy Woman, Wyo., 146° radials; Crazy Woman.

V-1710 The Dalles, Oreg.; 10 miles wide INT The Dalles 096°, Pendleton, Oreg., 254° radials; Pendleton.

V-1711 Houston, Tex.; Leona, Tex.; Dallas, Tex.

V-1712 Massena, N. Y.; Plattsburgh, N. Y.

V-1713 Kill City, Kans.; Akron, Colo.; Cheyenne, Wyo.

V-1714 Naperville, Ill.; Keeler, Mich.; 10 miles wide INT Keeler 061°, Muskegon, Mich., 142° radials; thence INT Keeler 061°, Peck, Mich., 250° radials; INT Peck 250°, Saginaw, Mich., 149° radials; 10 miles wide Peck.

V-1715 Santa Fe, N. Mex.; Cimmarron, N. Mex.; 10 miles wide Tobe, Colo.; thence Hugo, Colo.

V-1716 Seattle, Wash.; Ellensburg, Wash.; 10 miles wide Ephrata, Wash.

V-1717 Alamosa, Colo.; INT Alamosa 005°, Denver, Colo., 207° radials; INT Denver 207°, Kiowa, Colo., 246° radials; 10 miles wide Denver; thence Sidney, Nebr.

V-1718 Mullan Pass, Idaho; Cut Bank, Mont.

V-1719 Los Angeles, Calif.; Palmdale, Calif.

V-1721 Prescott, Ariz.; Bryce Canyon, Utah; Delta, Utah; INT Delta 004°, Malad City, Idaho, 179° radials; Malad City.

V-1722 Casper, Wyo.; Smithwick, S. Dak.; Winner, S. Dak.; Sioux Falls, S. Dak.

V-1723 Parkersburg, W. Va.; INT Parkersburg 037°, Pittsburgh, Pa., 246° radials; Pittsburgh. INT Pittsburgh 354°, Keating, Pa., 257° radials; Keating; Williamsport, Pa.

V-1724 Crazy Woman, Wyo.; Rapid City, S. Dak.

V-1725 Tiverton, Ohio; INT Tiverton 088°, Clarion, Pa., 222° radials.

V-1726 Gunnison, Colo.; INT Kiowa, Colo., 246°, Colorado Springs, Colo., 276° radials; Colorado Springs; Hugo, Colo.; Hill City, Kans.

V-1727 Rosewood, Ohio; Attica, Ohio; Cleveland, Ohio; Jefferson, Ohio; Erie, Pa.; INT Erie 058°, Buffalo, N. Y., 227° radials; Buffalo; INT Buffalo 098°, Georgetown, N. Y., 272° radials; Georgetown; INT Georgetown 093°, Albany, N. Y., 270° radials; Albany; 14 miles wide INT Albany 094°, Boston, Mass., 287° radials; Boston. The airspace within R-4108 shall be used only after obtaining prior approval from appropriate authority.

V-1728 San Luis Obispo, Calif.; Fellows, Calif.; Gorman, Calif.; 10 miles wide Palmdale, Calif.; Hector, Calif.; INT Hector 091°, Twentynine Palms, Calif., 344° radials; thence Needles, Calif.; Peach Springs, Ariz.

V-1729 Pittsburgh, Pa.; 10 miles wide INT Pittsburgh 354°, Tidioute, Pa., 214° radials; thence Erie, Pa.; 10 miles wide Erie 005° radial U. S./Canadian Border.

V-1730 Prescott, Ariz.; Winslow, Ariz.; Crown Point, N. Mex.; Taos, N. Mex.; Tobe, Colo.; Garden City, Kans.; Russell, Kans.

V-1731 Greensboro, N. C.; INT Greensboro 051°, Richmond, Va., 239° radials; 20 miles wide INT Richmond 239°, Raleigh-Durham, N. C., 005° radials; thence INT Richmond 239°, Rocky Mount, N. C., 345° radials; 12 miles wide Richmond; thence INT Richmond 009°, Gordonsville, Va., 074° radials; 8 miles wide Washington, D. C.

V-1732 Linden, Calif.; Mina, Nev.; Currant, Nev.; INT Delta, Utah, 257°, Milford, Utah, 334° radials; 10 miles wide Delta; thence INT Delta 054°, Myton, Utah, 256° radials; Myton; Laramie, Wyo.; Scottsbluff, Nebr.

V-1733 New Castle, Del.; 10 miles wide Yardley, Pa.; INT Yardley 056°, Solberg, N. J., 135° radials.

V-1734 Salt Lake City, Utah; Fort Bridger, Wyo

V-1735 INT Boston, Mass., 223°, Putnam, Conn., 195° radials; 10 miles wide Putnam; INT Putnam 043°, Boston, Mass., 256° radials; Boston.

V-1736 Provo, Utah; Fort Bridger, Wyo.

V-1738 Sacramento, Calif.; 10 miles wide INT Sacramento 038°, Lake Tahoe, Calif., 249° radials; Lake Tahoe; INT Lake Tahoe 078°, Hazen, Nev., 244° radials; INT Hazen 244°, Reno, Nev., 099° radials; 8 miles wide Hazen; INT Hazen 061°, Lovelock, Nev., 202° radials; 10 miles wide Mount Moses, Nev.; Elko, Nev.

V-1739 Chattanooga, Tenn.; Crossville, Tenn.; INT Crossville 343°, Bowling Green, Ky., 073° radials; Louisville, Ky.; Cincinnati, Ohio.

V-1740 Massena, N. Y.; Albany, N. Y.; Hartford, Conn.

V-1741 McDonough, Ga.; 10 miles wide Chattanooga, Tenn.; thence Bowling Green, Ky.; INT Bowling Green 009°, Nabb, Ind., 215° radials; 10 miles wide Nabb; thence Cincinnati, Ohio.

V-1742 Duluth, Minn.; Green Bay, Wis.

V-1743 Pulaski, Va.; Elkins, W. Va.

V-1744 Portland, Oreg.; 10 miles wide Newberg, Oreg.; thence John Day, Oreg.; Boise, Idaho; Pocatello, Idaho; Big Piney, Wyo.; Cherokee, Wyo.; Laramie, Wyo.; Denver, Colo.

V-1745 Lamar, Colo.; Hill City, Kans.

V-1746 Anton Chico, N. Mex.; 12 miles wide Texico, Tex.; 10 miles wide INT Texico 117°, Lubbock, Tex., 008° radials; thence Guthrie, Tex.; Bridgeport, Tex.

V-1747 Indianapolis, Ind.; INT Indianapolis 312°, Peotone, Ill., 168° radials; INT Peotone 168°, Bradford, Ill., 098° radials; 10 miles wide Peotone.

V-1748 INT Las Vegas, Nev., 266°, Beatty, Nev., 142° radials; Las Vegas; Prescott, Ariz.

V-1749 Cleveland, Ohio; 10 miles wide Cleveland 024° radial U. S./Canadian border.

V-1750 Los Angeles, Calif.; 10 miles wide Ontario, Calif.; INT Ontario 091°, Thermal, Calif., 305° radials; thence INT Ontario 091°, Blythe, Calif., 288° radials; Blythe.

V-1751 Newport, Oreg.; 10 miles wide Hoquiam, Wash.; Seattle, Wash. The airspace within (R-6711) shall be used only after obtaining prior approval from appropriate authority.

V-1752 Twentynine Palms, Calif.; 10 miles wide Parker, Calif.

V-1753 Newport, Oreg.; 10 miles wide INT Hoquiam, Wash., 179°, Olympis, Wash., 225° radials; Olympia.

V-1755 John Day, Oreg.; The Dalles, Oreg.; INT The Dalles 352°, Seattle, Wash., 125° radials; Seattle.

V-1756 Zuni, N. Mex.; INT Socorro, N. Mex., 289°, Albuquerque, N. Mex., 229° radials; 10 miles wide Socorro.

V-1757 Salisbury, Md.; 10 miles wide INT Salisbury 340°, Baltimore, Md., 097° radials.

V-1761 Gila Bend, Ariz.; 10 miles wide INT Gila Gend 346°, Phoenix, Ariz., 272° radials.

V-1762 Eugene, Oreg.; 10 miles wide INT Eugene 346°, Newberg, Oreg., 204° radials; Newburg; INT Newberg 355°, Portland, Oreg., 261° radials; thence INT Newbery 355°, Olympia, Wash., 195° radials; 10 miles wide Olympia; INT Olympia 019°, Seattle, Wash., 247° radials; Seattle. The airspace within R-6711 shall be used only after obtaining prior approval from appropriate authority.

V-1763 Dickinson, N. Dak.; Williston, N. Dak.

V-1764 North Bend, Oreg.; INT Newberg, Oreg., 204°, Eugene, Oreg., 346° radials; 10 miles wide Newberg.

V-1765 Miles City, Mont.; Williston, N. Dak.

V-1766 Williston, N. Dak.; Minot, N. Dak.

V-1767 INT Napa, Calif., 182°, Sacramento, Calif., 233° radials; 8 miles wide Napa; 10 miles wide INT Napa 004°, Williams, Calif., 251° radials; 14 miles wide Red Bluff, Calif.

V-1776 Las Vegas, Nev.; INT Las Vegas 106°, Peach Springs, Ariz., 293° radials; Peach Springs; Winslow, Ariz.

V-1777 INT Poughkeepsie, N. Y., 043°, Manchester, N. H., 257° radials; Manchester; 10 miles wide Kennebunk, Maine.

V-1778 Erie, Pa.; INT Erie 079°, Wellsville, N. Y., 277° radials; Wellsville.

SUBPART E - CONTINENTAL CONTROL AREA

§ 71.151 Restricted areas included.

The airspace of the following restricted areas at or above 14,500 feet MSL and 1500 feet or more above the surface of the earth is continental control area:

R-2102	Fort McClellan, Ala.
R-2104	Huntsville, Ala.
R-2501	Bullion Mountains, Calif.
R-2502	Fort Irwin, Calif.
R-2503	Camp Pendleton, Calif.
R-2505	China Lake, Calif.
R-2507	Chocolate Mountains, Calif.
R-2508	California Complex.
R-2509	Cuddeback Dry Lake, Calif.
R-2515	Muroc Lake, Calif.
R-2521	Salton Sea, Calif.
R-2524	Trona, Calif.
R-2525	Vernalis, Calif.
R-2528	Newman, Calif.
R-2601	Fort Carson, Colo.
R-2902	Banana River, Fla.
R-2903A	Jacksonville East, Fla.
R-2903B	Stevens Lake, Fla.
R-2903D	Jacksonville West, Fla.
R-2907	Lake George, Fla.
R-2910	Pinecastle, Fla.
R-2920	Venice, Fla.
R-3202	Sailor Creek, Idaho.
R-3401	Camp Atterbury, Ind.
R-3403	Jefferson Proving Ground, Ind.
R-3702	Fort Campbell, Ky.
R-3703	Fort Campbell, Ky.
R-3704	Fort Knox, Ky.
R-3801	Camp Claiborne, La.
R-4001	Aberdeen, Md.
R-4105	No Man's Land Island, Mass.
R-4207	Upper Lake Huron, Mich.
R-4305	Lake Superior, Minn.
R-4806	Las Vegas, Nev.
R-5103A	McGregor, N. Mex.
R-5103B	McGregor, N. Mex.
R-5106	Orogrande, N. Mex.
R-5107A	White Sands Proving Grounds, N. Mex.
R-5107C	White Sands Proving Grounds, N. Mex.
R-5109B	White Sands, N. Mex.
R-5110	McGregor, N. Mex.
R-5202	Gardiners Island, N. Y.
R-5307	Cherry Point, N. C.
R-5502	La Carne, Ohio
R-5503	Wilmington, Ohio
R-5504	Wilmington, Ohio
R-5802	Indiantown Gap, Pa.
R-6102	Scenic, S. Dak.
R-6601	Camp A. P. Hill, Va.
R-6611	Dahlgren Complex, Va.
R-6613	Dahlgren Complex, Va.
R-6714	Yakima, Wash.
R-6903	Sheboygan, Wis.

SUBPART F - CONTROL AREAS AND CONTROL AREA EXTENSIONS

§ 71.161 Designation of control areas associated with jet routes outside the continental control area.

Unless otherwise specified, the airspace areas outside of the continental control area and within 16 miles of each side of the jet route segments listed below are designated as control areas.

§ 71.163 Designation of additional control areas.

Unless otherwise specified, each control area designated below extends upward from 700 feet above the surface of the earth, except that the airspace of a control area within the lateral limits of a transition area has a floor coincident with that of the transition area.

Control 1132

That airspace bounded on the N by a line 5 miles S of and parallel to the Orlando, Fla., VOR 071° radial, on the E by the 79th meridian and the Miami Oceanic/Nassau Control Area boundary, on the S by Control 1235 and on the W by V-3, excluding the portion below 2,000 feet MSL outside the United States, and excluding the portion within R-2902. The portion of this control area extension within W-497B shall be used during IFR weather conditions only after obtaining prior approval from appropriate authority.

Control 1141

That airspace within tangent lines drawn from the circumference of a 5-mile radius circle centered on the INT of the Boston, Mass., RR SE course and the 065° bearing from the Squantum, Mass., RBN to a 15-mile radius circle centered on the mid-way point of a direct line between the INT of the Boston RR SE course and the 065° bearing from the Squantum RBN and the Yarmouth, Nova Scotia, Canada, RR to a 5-mile radius circle centered on the Yarmouth RR, excluding the portion below 2,000 feet except that airspace within the confines of Federal airways, and excluding the portion within the Boston control area extension.

Control 1142

That airspace within tangent lines drawn from the circumference of a 5-mile radius circle centered at the INT of the Boston, Mass., RR SE course and the 065° bearing from the Squantum, Mass., RBN to a 15-mile radius circle centered at the INT of the Boston RR SE course and the Western Boundary of the New York Oceanic Control Area, excluding that portion below 2,000 feet except that airspace within the confines of Federal airways, and excluding the portion within the Boston control area extension.

Control 1143

That airspace within tangent lines drawn from the circumference of a 5-mile radius circle centered on the Nantucket, Mass., Consolan station (monitor site at Lat. 41°15'35" N, Long. 70°09'19" W) to a 15-mile radius circle centered at the midway point on a direct line between the Nantucket Consolan station (monitor site at Lat. 41°15'35" N, Long. 70'09'19" W) and the Yarmouth, Nova Scotia, Canada, RR to a 5-mile radius circle centered on the Yarmouth RR excluding that portion below 2,000 feet except that airspace within the confines of Federal airways.

Control 1144

That airspace within tangent lines drawn from the circumference of a 5-mile radius circle centered on the Nantucket, Mass., Consolan station (monitor site at Lat. 41°15'35" N, Long. 70°09'19" W) to a 15-mile radius circle centered on the INT of a Great Circle course between the Nantucket Consolan station (monitor site at Lat. 41°15'35" N, Long. 70'09'19" W) and the Santa Maria, Azores, RBN and the W boundary of the New York Oceanic Control Area, excluding the portion below 2,000 feet except that airspace which lies within the confines of Federal airway.

Control 1145

That airspace within tangent lines drawn from the circumference of a 5-mile radius circle centered on the Nantucket, Mass., Consolan station (monitor site at Lat. 41°15'35" N, Long. 70°09'19" W) to a 15-mile radius circle centered on the INT of a rhumb line between the Nantucket Consolan station (monitor site at Lat. 41°15'35" N, Long. 70'09'19" W) and the Kindley AFB, Bermuda RR and the W boundary of the New York Oceanic Control Area, excluding the portion below 2,000 feet except that airspace within the confines of Federal airway.

Control 1147

That airspace within tangent lines drawn from the circumference of a 5-mile radius circle centered at Lat. 40°18'30" N, Long. 73°45'00" W, to the circumference of a 15-mile radius circle centered at the INT of the Newark, N. J., RR SE course and the W boundary of the New York Oceanic Control Area, excluding the portion below 2,000 feet except that airspace within the confines of Federal airways.

Control 1148

That airspace within tangent lines drawn from the circumference of a 5-mile radius circle centered on the Millville, N. J., RR and the INT of the Millville RR SE course and the Atlantic Ocean-U. S. Coastline to a 15-mile radius circle centered on the INT of the Millville RR SW course and the W boundary of the New York Oceanic Control Area, excluding that portion below 2,000 feet outside the United States.

Control 1150

That airspace within a 5-nmi radius of the Carolina Beach, N. C., RBN (Lat. 34°06'22" N, Long. 77°57'42" W), within a 5-nmi radius of the Bimini, Bahamas, RBN (Lat. 25°42'32" N, Long. 79°16'33" W), within a 23-nmi radius of Lat. 29°53'15" N, Long. 78°39'15" W, within tangent lines drawn from the E and W sides of the Carolina Beach and Bimini 5-nmi radius area to the E and W sides of the 23-nmi radius area centered at Lat. 29°53'15" N, Long. 78°39'15" W, excluding that portion below 2,000 feet MSL outside the United States and that portion below 7,000 feet MSL within the Nassau, Bahamas, control area.

Control 1151

That airspace N of Lat. 27°00'00" N, within tangent lines drawn from the circumference of a 25-mile radius circle centered at a point midway on a direct line between the Carolina Beach, N. C., RBN and the Nassau, British West Indies, RBN and circles 5 miles in radius centered on the Carolina Beach RBN and the Nassau RBN, excluding the airspace below 2,000 feet MSL outside the United States. The portion of this control area within W-497-A shall be used only after obtaining prior approval from appropriate authority

Control 1152

That airspace E of Charleston, S. C., within tangent lines drawn from the circumference of a 5-mile radius circle centered on the Charleston RBN and a 5-mile radius circle centered at the INT of the 109° bearing from the Charleston RBN with the Atlantic Ocean-U.S. Coastline to a 17-mile radius circle centered at the INT of the 109° bearing from the Charleston RBN with the W boundary of the New York Oceanic Control Area, excluding that portion below 2,000 feet MSL outside the United States.

Control 1153

That airspace within tangent lines drawn from the circumference of a 5-mile radius circle centered on the Jacksonville, Fla., RR to an 18-mile radius circle centered at the INT of the Jacksonville RR E course and the W boundary of the New York Oceanic Control Area excluding the portion below 2,000 feet MSL outside the United States.

Control 1169

That airspace within 5 miles either side of a line extending from the Idlewild, N. Y., VORTAC via the INT of the Idlewild VORTAC 080° and the Nantucket, Mass., VORTAC 255° radials, to the Nantucket VORTAC and within lines diverging from the Idlewild VORTAC to points of tangency to a 9.5-mile radius circle centered at the INT of the Idlewild VORTAC 080° and the Nantucket VORTAC 255° radials; within the circumference of the circle and within lines tangent to that circle converging to the Nantucket VORTAC, excluding the airspace below 2,000 feet MSL outside the United States.

Control 1173

That airspace W of San Francisco bounded by a line beginning at Lat. 38°08'30" N, Long. 122°54'00" W, thence to Lat. 37°14'00" N, Long. 122°24'55" W, thence to Lat. 36°16'00" N, Long. 124°26'00" W, thence to Lat. 37°40'00" N, Long. 125°23'30" W, thence to Lat. 37°50'00" N, Long. 124°24'30" W, thence to Lat. 38°00'00" N, Long. 123°23'00" W, thence to Lat. 38°03'20" N, Long. 123°12'00" W, thence to point of beginning. The portion of this control area within W-513 is excluded at and below 3,000 feet MSL between the hours 8:00 p.m. and 8:00 a.m., p.s.t. Monday through Friday, and is excluded entirely between the hours of 8:00 a.m. and 8:00 p.m p.s.t. Monday through Friday. The portion of this control area W of a line extending from Lat. 37°05' 30" N, Long. 122°43'00" W, via the Farallon Island, Calif., RBN (Lat. 37°41'54" N, Long. 123°00'12"W), Lat. 37°47'00" N, Long. 123°00'00" W, Lat. 37°53'20" N, Long. 123°04'55" W, Lat. 37°56'00" N, Long. 123°10' 00" W, Lat. 38°01'30" N, Long. 123°11'10" W, to Lat. 38°03'20" N, Long. 123°12'00" W, is excluded below 2,500 feet MSL.

Control 1176

That airspace centered on the Santa Barbara, Calif., VORTAC 247° radial, 10 miles in width at the VORTAC with each boundary diverging at an angle of 5° from the 247° radial extending to the E boundary of the Oakland Oceanic control area, excluding the portion at and below 2,000 feet MSL W of Long. 120°30'00" W. The portion of this control area lying W of Long. 120'30'00" W, shall be used only after obtaining prior approval from appropriate authority.

Control 1177

That airspace SW of Los Angeles, Calif., bounded by a line beginning at Lat. 33°25'50" N, Long. 118°28'50" W, thence to Lat. 33°19'00" N, Long. 118°21'45" W, thence to Lat. 32°44'30" N, Long. 119°07'00" W, thence to Lat. 31°41'00" N, Long. 120°15'00" W, thence to Lat. 31°18'40" N, Long. 121°11'30" W, thence to Lat. 31°54'00" N, Long. 121°34'30" W, thence to Lat. 32°10'45" N, Long. 120°16'15" W, thence to Lat. 32°52'15" N, Long. 119°12'30" W, thence to point of beginning excluding the airspace below 5,000 feet MSL.

Control 1215

That airspace SE of Galveston, Tex., bounded by a line beginning at Lat. 29°02'10" N, Long. 95°05'00" W, extending NE 3-nmi from and parallel to the United States coastline to Lat. 29°19'00" N, Long. 94°40'30" W, to Lat. 28°15'00" N, Long. 92°07'00" W, to Lat. 28°15'00" N, Long. 94°00'00" W, to Lat. 27°32'00" N, Long. 95°09'00" W, to Lat. 26°50'20" N, Long. 95°30'00" W, to Lat. 27°00'00" N, Long. 95°30'00" W, to point of beginning; excluding the portion below 2,500 feet MSL.

Control 1216

That airspace from the United States coastline bounded on the N by a direct line from the Navy New Orleans, La., RBN to Lat. 29°25'00" N, Long. 87°00'00" W, on the SE by a line extending from Lat. 29°25'00" N, Long. 87°00'00" W to Lat. 28°50'00" N, Long. 88°00'00" W, thence S along Long. 88°00'00" N to the N boundary of the New Orleans Oceanic Control Area, on the S by the New Orleans Oceanic Control Area, on the W by Long. 90°15'00" W, and on the NW by the New Orleans control area extension, excluding the portion below 2,000 feet MSL outside the United States.

Control 1217

That airspace within tangent lines drawn from the circumference of a 5 mile-radius circle centered on the Kodiak, Alaska, RR to the circumference of a 10-mile radius circle centered at the INT of the 107° bearing from the Kodiak RR with the NE boundary of the Anchorage Oceanic Control Area.

Control 1218

That airspace within tangent lines drawn from the circumference of a 5-mile radius circle centered on the Homer, Alaska, RR to the circumference of a 10-mile radius circle centered at the INT of the 118° bearing from the Homer RR with the NW boundary of the Anchorage Oceanic Control Area.

Control 1226

That airspace within tangent lines drawn from the circumference of a 5-mile radius circle centered on the Grand Isle, La., RBN extending to the circumference of a 15-mile radius circle centered at a point midway on a rhumb line between the Grand Isle, La., and the Egmont Key, Fla, RBNs, thence to the circumference of a 5-mile radius circle centered on the Egmont Key, Fla., RBN, excluding the portion below 2,000 feet MSL outside the United States. This control area shall be used only after obtaining prior approval from appropriate authority.

Control 1228

That airspace within 5 miles either side of a line extending from the Tampa, Fla., RBN to the Key West, Fla., RR, excluding the portion below 2,000 feet MSL outside the United States, the portion within W-174 and the portion above 20,000 feet MSL between Lat. 24°50'00" N, and the S boundary of Control 1230.

Control 1230

That airspace within tangent lines drawn from the circumference of a 5-mile radius circle centered on the Miami, Fla., runway 9-L ILS OM to the circumference of a 5-mile radius circle centered on the Tamiami, Fla., RBN thence to the circumference of a 10-mile radius circle centered on the INT of the 276° bearing from the Tamiami RBN and the E boundary of the New Orleans Oceanic control area, and within tangent lines drawn from the circumference of a 5-mile radius circle centered on the Miami RBN to the circumference of the 10-mile radius circle centered at the INT of the E boundary of the New Orleans Oceanic control area and the 276° bearing from the Tamiami RBN, and bounded on the E by the E boundary of B-48, excluding the portion below 2,000 feet MSL outside the United States and the portion within W-168.

Control 1232

That airspace E of Miami, Fla., bounded on the E by the Miami Oceanic/Nassau control area boundary, on the S by Lat. 24°00'00" N, on the W by a line beginning at Lat. 24°00'00" N, Long. 80°25'00" W, to the S boundary of V-51 along the S boundary of V-51 and along the E boundary of V-3 to the S boundary of Control 1235, and on the N by the S boundary of Control 1235, excluding the portion below 2,000 feet MSL outside the United States. The portion of this control area within W-497B shall be used during IFR weather conditions only after obtaining prior approval from appropriate authority.

Control 1233

That airspace bounded on the N by the Key West, Fla., control area extension and V-35, on the E by a line 5 miles E of and parallel to the 187° bearing from the Marathon, Fla., RBN, on the S by Lat. 24°00'00" N, and on the W by a line 5 miles W of and parallel to the Key West RR. SW course, excluding the portion below 2,000 feet MSL and excluding the portion within W-465.

Control 1235

That airspace within 5 miles either side of the West Palm Beach, Fla., RR E course extending from the RR to the INT of the West Palm Beach RR E course and the W boundary of the Miami Oceanic/Nassau Control Area, excluding the portions below 1,000 feet outside the United States and within W-497B.

Control 1310

That airspace within 5 miles either side of a direct line extending from the Anchorage, Alaska, RR to the to the INT of the Anchorage RR SE course and the Hinchinbrook, Alaska, RR NW course (Whittier INT), thence within 16 miles either side of a line extending from INT of the Anchorage RR SE course and the Hinchinbrook RR NW course via the Middleton Island, Alaska, RBN to the Sandspit, B. C., Canada, RR; that airspace between lines diverging at 5° angles from the centerline, extending SE from the Middleton Island RBN and NW from the Sandspit RR, and which terminated at the intersecting points midway between Middleton Island and Sandspit, excluding the portion under the jurisdiction of Canada and within W-533.

Control 1316

That airspace within 5 miles either side of the Los Angeles, Calif., VOR 251° radial extending from the VOR to the Oakland Oceanic Control Area boundary and between lines diverging at an angle of 5° from the 251° radial extending from the Los Angeles VOR to the Oakland Oceanic Control Area boundary; excluding the airspace below 2,000 feet MSL between the United States and the E boundary of W-289 and excluding the airspace below 5,000 feet MSL within W-289.

Control 1386

That airspace within 5 miles either side of the Orlando, Fla., VOR 071° radial, extending from the VOR to Control 1150, excluding the airspace below 14,000 feet MSL lying between the E boundary of R-2902 and the W boundary of Control 1150. The portion of this control area within R-2902 shall be used only after obtaining prior approval from appropriate authority.

Control 1400

That airspace within 5 miles either side of the 263° bearing from the King Salmon, Alaska, RR extending from the RR to the Anchorage Oceanic Control Area, and between lines diverging at an angle of 5° from the King Salmon RR to the E boundary of the Anchorage Oceanic Control Area, excluding the airspace below 2,000 feet MSL outside the United States.

Control 1401

That airspace within 5 miles either side of the 248° bearing from the King Salmon, Alaska, RR extending from the RR to the E boundary of the Anchorage Oceanic Control Area, and between lines diverging at an angle of 5° from the King Salmon 248° bearing extending from the RR to the E boundary of the Anchorage Oceanic Control Area, excluding the airspace below 2,000 feet MSL outside the United States.

Control 1408

That airspace S of Miami bounded on the N by a line extending from Lat. 25°48'55" N, Long. 81°45'00" W, to Lat. 25°46'35" N, Long. 81°08'15" W, to Lat. 25°30'30" N, Long. 80°51'20" W, to Lat. 25°34'00" N, Long. 80°25'00" W, on the E by Long. 80°25'00" W, on the S by V-35, and on the W by V-225, excluding the portion below 2,000 feet MSL outside the United States and that portion above 20,000 feet MSL within W-173.

Control 1415

That airspace centered on the Fortuna, Calif., VOR 270° radial 10 miles in width at the VOR with each boundary diverging at an angle of 5° from the 270° radial extending to the E boundary of the Oakland Oceanic Control Area, excluding the portion at and below 2,000 feet MSL W of Long. 124°30'00" W.

Control 1418

That airspace centered on the Hoquiam, Wash., VOR 234° radial 10 miles in width at the VOR with each boundary diverging at an angle of 5° from the 234° radial extending to the E boundary of the Seattle Oceanic Control Area, excluding the portion at and below 2,000 feet MSL W of the W boundary of V-27, and within W-460.

Control 1419

That airspace centered on the Newport, Oreg., VOR 237° radial, 10 miles in width at the VOR with each boundary diverging at an angle of 5° from the 237° radial extending to the E boundary of the Seattle Oceanic Control Area, excluding the portion at and below 2,000 feet MSL W of a line parallel to and 10 miles W of the United States coastline.

Control 1420

That airspace centered on the North Bend, Oreg., VOR 239° radial, 10 miles in width at the VOR with each boundary diverging at an angle of 5° with the centerline and extending to the E boundary of the Seattle Oceanic control area, excluding the portion at 2,000 feet MSL and below SW of a point 20 miles SW of the North Bend VOR.

Control 1445

That airspace S of the United States-Canadian border and the Vancouver Oceanic Control Area within lines tangent to the circumference of a 5-mile radius circle centered on the Neah Bay, Wash., RBN and the circumference of a 15-mile radius circle centered at Lat. 48°40'00" N, Long. 125°17'30" W, excluding the portion below 5,000 feet MSL.

Control 1447

That airspace SW of New Orleans, La., bounded by a line beginning at Lat. 29°22'30" N, Long. 91°05'00" W, to Lat. 29°15'00" N, Long. 91°05'00" W, to Lat. 29°15'00" N, Long. 90°36'15" W, to Lat. 28°15'00" N, Long. 91°17'45" W, to Lat. 28°15'00" N, Long. 92°21'45" W, to point of beginning, excluding the portion below 2,500 feet MSL.

Control 1483

That airspace within 5 miles either side of the 239° bearing from the Bethel, Alaska, RR extending from the RR to the E boundary of the Anchorage Oceanic Control Area, and between lines diverging at a 5° angle from the 239° bearing extending from the Bethel RR to the E boundary of the Anchorage Oceanic Control Area, and excluding the airspace below 2,000 feet MSL outside the United States.

Control 1484

That airspace within 5 miles either side of the 227° bearing from the King Salmon, Alaska, RR extending from the RR to the E boundary of the Anchorage Oceanic Control Area, and between lines diverging at a 5° angle from the King Salmon 227° bearing extending from the King Salmon RR to the E boundary of the Anchorage Oceanic Control Area, excluding the airspace below 2,000 feet MSL outside the United States.

§ 71.165 Designation of control area extensions.

Unless otherwise specified, each control area extension designated below extends upward from 700 feet above the surface of the earth, except that the airspace of a control area extension within the lateral limits of a transition area has a floor coincident with that of the transition area.

Aberdeen, S. Dak.

Within a 15-mile radius of the Aberdeen VOR.

Abilene, Tex.

Within a 35-mile radius of the Abilene VOR, the airspace N of Abilene bounded on the E by V-77, on the N by V-278 E of Guthrie, Tex., VOR and V-102 W of Guthrie VOR, on the W and SW by V-62; the airspace NW of Abilene 8 miles SW of and 5 miles NE of the Abilene VOR 327° radial extending from the VOR to 69 miles NW of the VOR; the airspace SE, S and SW of Abilene bounded on the N by V-94, on the E by V-163, on the S by V-76 N and on the SW by V-76, excluding the portion that coincides with the arc of a 35-mile radius circle centered on the San Angelo, Tex., VOR and on the NW by V-66, and including the airspace W of Abilene within 8 miles N and 12 miles S of the Abilene VOR 266° radial extending from the VOR to the arc of a 35-mile radius circle centered on the Big Spring, Tex., VOR.

Ada, Okla.

Within a 15-mile radius of the Ada Municipal Airport (Lat. 34°48'21" N, Long. 96°40'03" W).

Adak, Alaska

Within a 50-mile radius of the NAS Adak (Lat. 51°53'00" N, Long. 176°39'00" W) extending from 700 feet above the surface to 24,000 feet MSL.

Akron, Ohio

That airspace S of Akron bounded on the N by the Cleveland, Ohio control area extension, on the E by the Pittsburg, Pa., control area extension, on the S by V-210 and on the W by V-59.

Albany, Ga.

Within 5 miles either side of the Albany RR W course extending from the RR to 25 miles W; within 5 miles either side of the Albany VOR 335° radial extending from the VOR to 20 miles NW, and within 12 miles SW and 8 miles NE of the Albany VOR 294° radial extending from the VOR to 40 miles NW.

Albany, N. Y.

Within a 15-mile radius of the Albany VORTAC extending clockwise from the 134° to the 094° radials; within a 40-mile radius of the Albany VORTAC extending clockwise from the 094° to the 134° radials; the airspace NW of Albany bounded on the N by V-490, on the E by V-203 and on the S by V-2; the airspace NE of Albany extending from the 15-mile radius area bounded on the N by V-490, on the E by V-487, and on the S by V 72, and the airspace SW of Albany extending from the 15-mile radius area bounded on the N by V-72 and on the S by a line 10 miles S of and parallel to the Albany VORTAC 270° radial.

Albuquerque, N. Mex.

Within a 40-nmi radius of the Albuquerque VORTAC extending clockwise from V-12 W of Albuquerque to V-12 E of Albuquerque; that airspace SW of Albuquerque, bounded on the N by V-12, on the E by V-19, and on the SW by V-192.

Alexandria, La.

Within a 40-mile radius of the Alexandria VOR; that airspace S of Alexandria bounded on the NE by V-114, on the SE by V-222, on the S and SW by the Lake Charles, La., control area extension, and on the NW by a line 5 miles NW of and parallel to the Alexandria VOR 232° radial; including the airspace E of Alexandria within 12 miles NE and 8 miles SW of the Alexandria VOR 105° radial extending from the 40-mile radius area to 55 miles SE of the VOR, excluding the portion which coincides with R-3803 and R-3804. The portion of this control area extension within R-3801 shall be used only after obtaining prior approval from appropriate authority.

Alexandria, Minn.

Within a 15-mile radius of the Alexandria Municipal Airport (Lat. 45°52'15" N. Long. 95°24'00" W) and within 10 miles NW and 7 miles SE of the Alexandria VOR 051° radial extending from the Alexandria 15-mile radius area to 20 miles NE of the VOR.

Alice, Tex.

Within 5 miles either side of a direct line extending from the Alice VOR to the Cotulla, Tex., VOR and within a 35-mile radius of the Alice VOR, excluding the portion which coincides with R-6301.

Allendale, S. C.

That airspace SW of the Allendale VOR bounded on the N by V-70, on the W by the Macon, Ga., control area extension, on the SW by V-5 E and on the SE by V-157.

Alpena, Mich.

That airspace bounded by a line beginning at Lat. 45°28'00" N, Long. 83°30'00" W, thence to Lat. 45°16'30" N, Long. 83°11'25" W, thence to Lat. 44°42'00" N, Long. 83°52'30" W, thence to Lat. 44°53'00" N, Long. 84°11'30" W, thence to the point of beginning, shall be designated a control area extension during the specific dates and times established in advance by a Notice to Airmen and continuously published in the Airman's Guide.

Altoona, Pa.

That airspace N of the Altoona VOR bounded on the E by a line 5 miles W of and parallel to the St. Thomas, Pa. VOR 358° radial. on the S by V-12, on the NW by V-35 and on the N by V-276.

Altus, Okla.

That airspace bounded on the NE by V-17, on the SE by V-77, on the S by V-102, on the W by V-14 from Lubbock, Tex., to Childress, Tex., and V-114, from Childress, Tex., to Amarillo, Tex., and on the NW by V 12, excluding the portion of this control area extension which coincides with R-5601.

Amarillo, Tex.

Within a 50-mile radius of Lat. 35°13'42" N, Long. 101°44'24" W.

Anchorage, Alaska

Within a 55-mile radius of the Anchorage VOR extending clockwise from the NW boundary of V-456 SW of Anchorage to the Anchorage VOR 309° radial; within a 72-mile radius of the Anchorage VOR extending clockwise from the Anchorage VOR 309° radial to the E boundary of V-438 N of Anchorage; within a 50-mile radius of the Anchorage VOR extending clockwise from the E boundary of V-438 N of Anchorage to the NW boundary of V-456 SW of Anchorage. The portions of this control area extension within R-2201 and R-2203 shall be used only after obtaining prior approval from appropriate authority.

Atterbury, Ind.

That airspace bounded on the NE by V-128, on the E by the arc of a 35-mile radius circle centered at the Greater Cincinnati Airport, Covington, Ky. (Lat. 39°02'56" N, Long. 84°39'41" W), on the S by a line extending from Lat. 39°01'00" N, Long. 85°18'45" W to Lat. 39°08'00" N, Long. 86°21'00" W, on the W by V-227, and on the NW by V-12 S. The portion within R-3401 shall be used only after obtaining prior approval from appropriate authority.

Augusta, Ga.

That airspace bounded by a line beginning at the INT of the S boundary of V-454 and a line 8 miles E of and parallel to the Augusta VOR 359° radial, thence S along this line to its INT with a line 13 miles E of and parallel to the Augusta VOR 348° radial, thence SE along this line to the N boundary of V-70, thence SW along the N boundary of V-70 to a line passing through points at Lat. 32°47'00" N, Long. 82°10'00" W and Lat. 33°02'00" N, Long. 82°30'00" W, thence NW along this line to Long. 82°30'00" W, thence N along Long. 82°30'00" W to the N boundary of V-18, thence W along the N boundary of V-18 to Long. 82°54'00" W, thence N along Long. 82°54'00" W, to Lat. 33°48'00" N, thence E along Lat. 33°48'00" N to Long. 82°24'00" W, thence N along Long. 82°24'00" W to the S boundary of V-454 to point of beginning, excluding the portions which coincide with R-3003, R-3004 and P-378.

Austin, Tex.

Within a 40-mile radius of Lat. 30°22'36" N, Long. 97°40'55" W.

Bakersfield, Calif.

That airspace bounded on the E by V-23, on the S by Lat. 35°05'00" N, on the W by Long. 119°30'00" W, and on the N by Lat. 36°00'00" N; and that airspace NE of Bakersfield bounded on the E by Long. 118°45'00" W, on the S by Lat. 35°36'00" N, on the W by a line extending from Lat. 35°36'00" N, Long. 119°01'03" W, to Lat. 36°00'00" N, Long. 118°48'00" W, and on the N by Lat. 36°00'00" N.

Banana River, Fla.

That airspace bounded on the N by Lat. 28°50'00" N, on the E by a line 3-nmi E of and parallel to the U. S. shoreline, on the S by the Patrick AFB, Fla., 5-mile radius zone, on the W by V-3, including the airspace W of Banana River bounded on the E by V-3, on the SW by V-295 E and on the NW by the control 1386.

Bangor, Maine

That airspace bounded on the E by the United States/Canadian border and a line extending from Lat. 45°29'00" N, Long. 67°30'00" W, to Lat. 44°25'00" N, Long. 67°30'00" W, on the SE by a line extending from Lat. 44°25'00" N, Long. 67°30'00" W, via Lat. 44°18'00" N, Long. 68°00'00" W, to Lat. 43°45'00" N, Long. 69°15'00" W, on the SW by the Brunswick, Maine, control area extension, and on the W and NW by V-39 SW of the Millinocket, Maine VOR and V-471 from the Millinocket VOR to the United States/Canadian border. The portion of this control area extension which coincides with R-3901 is excluded. The portion of this control area extension which coincides with R-3903 shall be used only after obtaining prior approval from appropriate authority.

Bartlesville, Okla.

Within a 20-mile radius of the Phillips Airport, Bartlesville, Okla. (Lat. 36°45'46" N, Long. 96°00'30" W).

Battle Creek, Mich.

Within a 35-mile radius of the Battle Creek VORTAC.

Battle Mountain, Nev.

Within 14 miles E and 7 miles W of the Battle Mountain VOR 348° radial extending from the VOR to 12 miles N, and the airspace S of Battle Mountain bounded on the N by V-6 W of Battle Mountain and V-32 E of Battle Mountain, on the S by V-494 and on the W by Long. 117°17'00" W.

Belleville, Ill.

Within a 40-mile radius of Scott AFB, Belleville, Ill., (Lat. 38°32'32" N, Long. 89°51'30" W).

Berlin, N. H.

Within 8 miles E and 5 miles W of the 334° bearing from the Berlin RBN extending from the RBN to 17 miles NW; within 5 miles S and 8 miles N of the 248° bearing from the Whitefield, N. H., RBN extending from the RBN to 17 miles SW, and within 5 miles either side of a line extending from the Berlin RBN to the Whitefield RBN.

Bethel, Alaska

Within a 30-mile radius of the Bethel VOR.

Bettles, Alaska

Within 16 miles E and 25 miles W of the 337° and 157° bearings from the Bettles RR, extending from 25 miles N to 42 miles S of the RR.

Big Spring, Tex.

Within a 35-mile radius of the Big Spring VOR; the airspace NW of Big Spring bounded on the NE by V-76 N and on the W by V-81 and V-76; including the airspace N of Big Spring within 12 miles W and 12 miles E of the Webb AFB TACAN 014° radial extending from the 35-mile radius area to 61 miles N of the TACAN. The portion of this control area extension which coincides with R-6309 shall be used only after obtaining prior approval from the appropriate authority.

Billings, Mont.

Within a 25-mile radius of the Billings VORTAC extending clockwise from V-2 W of Billings to V-19 SE of Billings; within 12 miles W and 8 miles E of the Billings VORTAC 347° radial extending from the 25-mile radius area to 46 miles N of the VORTAC; and within 12 miles SW and 8 miles NE of the Billings VORTAC 301° radial extending from V-2 and the 25-mile radius area to 53 miles NW of the VORTAC; including the airspace bounded on the N by V-2, on the E by V-187, and on the SW by a line extending from the S boundary of V-2 through Lat. 45°43'00" N, Long. 108°48'00" W, and Lat. 45°42'30" N, Long. 108°44'00" W to the W boundary of V-187.

Biloxi, Miss.

Within a 25-mile radius of Lat. 30°27'08" N, Long. 88°53'26" W; and that airspace bounded on the E by Long. 88°30'00" W, on the SE and S by a line 15 miles S of and parallel to V-22, on the W by Long. 88°10'00" W, on the N by the Biloxi 25-mile radius area, excluding the portion which coincides with W-453.

Binghamton, N. Y.

Within a 15-mile radius of the Binghamton VORTAC.

Birmingham, Ala.

That airspace bounded by a line beginning at Lat. 32°52'00" N, Long. 87°30'00" W, to Lat. 34°15'00" N, Long. 87°30'00" W, to Lat. 34°15'00' N, Long. 86°15'00" W, to Lat. 34°00'00" N, Long. 86°15'00" W, to Lat. 33°39'00" N, Long. 86°00'00" W, to Lat. 32°52'00" N, Long. 86°00'00" W, to point of beginning; that airspace W of Birmingham within 7 miles N and 11 miles S of the Birmingham VORTAC 263° radial extending from Long. 87°30'00" W to 43 miles W of the VORTAC.

Bismarck, N. Dak.

Within a 15-mile radius of the Bismarck VOR; within 5 miles either side of the Bismarck ILS localizer SE course extending from the localizer to 20 miles SE of the OM, and within 5 miles either side of the Bismarck VOR 114° radial extending from the VOR to 25 miles SE.

Bluefield, W. Va.

That airspace bounded on the N by V-478, on the E by V-59, on the S by a line 9 miles S of and and parallel to the Bluefield VOR 264° and 084° radials, on the W by the Blackford, Va., VOR 344° radial, including the airspace NE of the Beckley, W. Va., VOR within a 13-mile radius of the VOR, bounded on the W by V-59 and on the SW by V-258.

Blythe, Calif.

Within 10 miles N and 7 miles S of the Blythe VORTAC 094° and 274° radials extending from 9 miles W to 20 miles E of the VORTAC and the airspace SW of Blythe within a 17-mile radius of the Blythe VORTAC extending clockwise from V-135 to V-64.

Blytheville, Ark.

That airspace bounded on the E by V-9, on the S by V-140, on the W by V-69, and on the N by a line through Lat. 36°21'00" N, Long. 90°04'00" W and Lat. 36°32'00" N, Long. 90°40'00" W.

Boise, Idaho

Within a 25-mile radius of the Boise VORTAC, extending clockwise from the 319° to the 130° radials; within a 40-mile radius of the Boise VORTAC, extending clockwise from the 130° to the 319° radials; within 5 miles either side of the Boise VORTAC 291° radial, extending from the VORTAC to 67 miles NW, and within a 10-mile radius of the Ontario Municipal Airport, Oreg., (Lat. 44°01'15" N, Long. 117°00'43" W), excluding the portion which coincides with the Mountain Home, Idaho, control area extension.

Boston, Mass.

That airspace bounded by a line beginning at Lat. 43°25'32" N, Long. 70°36'50" W to Lat. 43°21'30" N, Long. 70°19'20" W to Lat. 43°15'00" N, Long. 70°30'00" W to Lat. 42°44'20" N, Long. 70°37'00" W, thence along a line 3-nmi from and parallel to the shoreline to Lat. 42°35'00" N, Long. 70°34'45" W to Lat. 43°35'00" N, Long. 70°30'00" W to Lat. 42°06'50" N, Long. 70°30'00" W to Lat. 41°57'30" N, Long. 70°17'00" W to Lat. 42°08'50" N, Long. 70°03'20" W to Lat. 42°05'55" N, Long. 70°02'10" W, thence along a line 3-nmi from and parallel to the shoreline to Lat. 41°48'30" N, Long. 69°51'50" W to Lat. 41°41'40" N, Long. 69°45'20" W to Lat. 41°19'10" N, Long. 70°13'40" W to Lat. 41°13'40" N, Long. 70°43'00" W to Lat. 41°36'30" N, Long. 70°43'00" W to Lat. 41°42'20" N, Long. 71°19'10" W to Lat. 42°35'00" N, Long. 71°58'30" W to Lat. 42°46'40" N, Long. 72°09'15" W to Lat. 43°03'40" N, Long. 71°41'15" W to Lat. 43°13'11" N, Long. 71°34'33" W to the point of beginning; and the airspace N and NW of Concord, N. H., within the arc of a 20-mile radius circle centered on the Concord VOR, excluding the portion this control area extension which coincides with R-4901, and the airspace at 3,000 feet MSL and below, bounded on the N by Lat. 43°01'30" N, on the E by W-103, on the S by Lat. 42°59'03" N, and on the W by R-4901. The portion of this control area extension which coincides with R-4101, R-4103, and R-4106 shall be used only after obtaining prior approval from the appropriate authority.

Bowling Green, Ky.

Within a 15-mile radius of the Bowling Green VORTAC; including the airspace W of Bowling Green bounded on N by Lat. 37°00'00" N, on the SE by V-57, and on the W by V-7.

Bradford, Ill.

Within a 15-mile radius of the Bradford VOR.

Brownsville, Tex.

That airspace over the United States within a 40-mile radius of the Brownsville VORTAC S of Lat. 26°30'00" N; within 5 miles either side of the Harlingen, Tex., VOR 013° radial extending from the VOR to V-68, and that airspace W of V-68 S of Lat. 26°31'00" N, and E of Long. 98°00'00" W.

Brunswick, Ga.

That airspace bounded on the N by Lat. 31°30'00" N, on the E by V-3, and on the SW by V-5 and V-51. The portion of this control area extension which coincides with R-3006 shall be used only after obtaining prior approval from the appropriate authority.

Brunswick, Maine

That airspace bounded on the NW by V-3, on the NE by B-84, on the E by Long. 69°15'00" W, on the S by W-103, and on the SW by a line 5 miles NE of and parallel to the 132° bearing from the Portland Municipal Airport, Maine (Lat. 43°38'50" N, Long. 70°18'28" W) the airspace SW of Augusta, Maine, within 5 miles NW to 7 miles NW of the Augusta VOR 239° radial extending from the Augusta VOR 329° radial to 20 miles SW, and the airspace N of Augusta within 5 miles W to 10 miles W of the Augusta VOR 025° radial extending from the Augusta VOR 295° radial to 20 miles NE, excluding the portion which coincides with C-516.

Bryce Canyon, Utah

Within 5 miles either side of the Bryce Canyon VOR 110° radial, extending from the VOR to 25 miles SE and within 10 miles SE and 7 miles NW of the Bryce Canyon VOR 240° radial extending from the VOR to 20 miles SW.

Buffalo, N. Y.

Within a 50-mile radius of the Greater Buffalo International Airport (Lat. 42°56'25" N, Long. 78°43'50" W), and within 12 miles NE and 8 miles SW of the Buffalo VORTAC 124° radial extending from the 50-mile radius area to 73 miles SE of the VORTAC, excluding the portion outside the United States. The portion of this control area extension which coincides with R-5203 is excluded.

Burbank, Calif.

That airspace bounded on the SE by V-8 N, on the S by V-16, on the SW by V-107, on the NW by V-12 and the E boundary of V-23, and on the NE by V-137.

Burlington, Iowa

Within a 15-mile radius of the Burlington VOR and within 5 miles either side of the Burlington VOR 112° radial extending from the VOR to 25 miles E.

Camp Douglas, Wis.

Within a 30-mile radius of Volk Field, Camp Douglas, Wis., (Lat. 43°56'25" N, Long. 90°15'20" W), N of Lat. 43°39'00" N, excluding the portions which coincide with R-6901 and R-6904. This area shall be designated a control area extension during the specific dates and times established in advance by NOTAM, and continuously published in the Airman's Guide.

Casper, Wyo.

Within a 33-mile radius of Lat. 42°54'32' N, Long. 106°17'54" W, extending clockwise from the 007° to the 170° bearing from Lat. 42°54'32" N, Long. 106°17'54" W; within a 25-mile radius of Lat. 42°54'32" N, Long. 106°17'54" W, extending clockwise from the 170° to the 200° bearing from Lat. 42°54'32" N, Long. 106°17'54" W; within a 38-mile radius of Lat. 42°54'32" N, Long. 106°17'54" W, extending clockwise from the 200° to the 240° bearing from Lat. 42°54'32" N, Long. 106°17'54" W; within a 35-mile radius of Lat. 42°54'32" N, Long. 106°17'54" W, extending clockwise from the 240° to the 295° bearing from Lat. 42°54'32" N, Long. 106°17'54" W, and within a 25-mile radius of Lat. 42°54'32" N, Long. 106°17'54" W, extending clockwise from the 295° to the 007° bearing from Lat. 42°54'32" N, Long. 106°17'54" W, excluding the portion S of Lat. 42°47'00" N, and E of the 170° bearing from Lat. 42°54'32" N, Long. 106°17'54" W.

Cedar Rapids, Iowa

Within 5 miles either side of the 266° bearing from the Cedar Rapids Municipal Airport, extending from the airport to 25 miles W; within 5 miles either side of the 090° bearing from the airport, extending from the airport to 25 miles E, and that airspace S of Cedar Rapids bounded on the NE by V-233, on the S by V-6 and on the NW by V-294.

Charleston, S. C.

That airspace S of Charleston bounded on the N by V-53 and Control 1152, on the SE by a line 3-nmi SE of and parallel to the shoreline, on the S by the Savannah, Ga., control area extension, and on the W by V-3; that airspace NE of Charleston bounded on the W by V-1, on the N by the Myrtle Beach, S. C., control area extension, on the E by a line 5 miles E of and parallel to the Myrtle Beach VOR 218° radial and on the S by Control 1152.

Charleston, W. Va.

Within a 35-mile radius of Kanawha County Airport, Charleston, W. Va. (Lat. 38°22'21" N, Long. 81°35'35" W); the airspace N and NW of the Kanawha County Airport bounded on the E by V-133, on the S by V-4 and on the NW by V-493 and V-44; the airspace N of Charleston extending from the 35-mile radius area bounded on the NW by V-119, and on the SE by V-115, and the airspace SW of Charleston extending from the 35-mile radius area bounded on the N by V-4 and on the SW by V-478.

Charlottesville, Va.

That airspace bounded on the NW by V-140, on the E by V-39, and on the S by V-16 N alternate

Chattanooga, Tenn.

Within a 30-mile radius of the Chattanooga VORTAC; within a 50-mile radius of the Chattanooga VORTAC extending clockwise from V-115 SW of Chattanooga to V-51 W alternate N of Chattanooga.

Cheyenne, Wyo.

Within 5 miles either side of the Cheyenne VORTAC 032° radial extending from the VORTAC to 25 miles NE; the airspace bounded on the NE by V-6, on the SE by V-207, on the S by V-138, and on the W by V-89 E alternate; the airspace SE of Cheyenne within a 25-mile radius of the Cheyenne RR in the SE quadrant of the RR, and the airspace SW of Cheyenne bounded on the N by V-118, on the E by V-19, and on the SW by V-4 N alternate.

Chicago, Ill.

Within a 30-mile radius of the Midway Airport, Chicago, Ill., (Lat. 41°47'05" N, Long. 87°45'05" W); within a 15-mile radius of the Chicago Heights, Ill., VORTAC; that airspace NE, E, and SE bounded by a line beginning at the INT of the E boundary of V-7 and the S boundary of V-84, thence E along the S boundary of V-84 to its INT with the South Bend, Ind., VORTAC 314° radial, thence SE along this radial to its INT with the N boundary of V-100, thence E along V-100 to its INT with the arc of a 35-mile radius circle centered on the Battle Creek, Mich., VORTAC, thence counterclockwise along this arc to Lat. 41°57'30" N, Long. 85°44'30" W, thence to Lat. 41°41'00" N, Long. 85°49'40" W, thence counterclockwise along the arc of a 15-mile radius circle centered on the Goshen, Ind., VOR to its INT with the W boundary of V-55 W, thence S along this boundary to its INT with the N boundary of V-38, thence W along this boundary to its INT with the E boundary of V-7, thence along this boundary to the point of beginning.

Chicopee Falls, Mass.

That airspace bounded on the N by V-2, on the NE by V-151, on the SE by V-3, on the S by a line extending from Lat. 42°08'20" N, Long. 72°37'00" W to Lat. 42°03'45" N, Long. 72°09'00" W, on the SW by V-203, and on the NW by the arc of a 38-mile radius circle centered on the Westover AFB, Mass., and lying between V-2 and V-203, excluding the portion below 2,500 feet MSL. The portion of this control area extension which coincides with R-4108 shall be used only after obtaining prior approval from the appropriate authority.

Childress, Tex.

Within 5 miles either side of the Childress VOR 182° radial extending from the VOR to 15 miles S.

Cincinnati, Ohio

Within a 35-mile radius of the Greater Cincinnati Airport (Lat. 39°02'56" N, Long. 84°39'55" W); that airspace N and E of Cincinnati bounded by a line extending from the 35-mile radius area N via V-275 to its INT with V-210, thence E via V-210 to its INT with V-59, thence SE via V-59 to its INT with V-144, thence E via V-144 to its INT with V-119, thence SW via V-119 to its INT with V-44, thence SW via V-44 to its INT with V-133, thence N via V-133 to its INT with V-144, thence NW via V-144 to its INT with V-5, thence SW via V-5 to its INT with the 35-mile radius area; and that airspace SW of Cincinnati extending from the 35-mile radius area bounded on the S by V-44 and on the NW by V-47. The portion of this control area extension within R-5503 and R-5504 shall be used only after obtaining prior approval from the appropriate authority.

Cleveland, Ohio

Within a 50-mile radius of the Cleveland-Hopkins Airport, Cleveland, Ohio (Lat. 41°24'30" N, Long. 81° 51'00" W), excluding the portion outside the United States; within 8 miles N and 12 miles S of the Cleveland VORTAC 275° radial extending from the 50-mile radius area to 53 miles W of the VORTAC; that airspace extending from the 50-mile radius area bounded on the N by the United States-Canadian border, on the S by a line 8 miles N of and parallel to the Cleveland VORTAC 275° radial, and on the W by Long. 83°02'00" W, and that airspace extending from the 50-mile radius area bounded on the SE by V-43 and on the NW by V-443 E. The airspace within R-5502 shall be used only after obtaining prior approval from the appropriate authority.

Clovis, N. Mex.

Within a 30-mile radius of Cannon AFB, Clovis, N. Mex., (Lat. 34°23'01" N, Long. 103°18'58" W), including the airspace W of Cannon AFB bounded on the S by Lat. 34°10'00" N, on the W by Long. 103°55'00" W, on the N by Lat. 34°39'00" N, and on the E by the Cannon 30-mile radius area. The portion of this control area extension within R-5104 and R-5105 shall be used only after obtaining prior approval from the appropriate authority.

Cold Bay, Alaska

Within a 50-mile radius of the Cold Bay RR.

Colorado Springs, Colo.

That airspace bounded by a line beginning at the INT of the S boundary of V-148 with Long. 104°07'00" W to Lat. 39°05'00" N, Long. 104°07'00" W, thence E to the INT of Lat. 39°05'00" W with the arc of a 46-mile radius circle centered on the Colorado Springs, VORTAC, thence clockwise along this arc to a line 10 miles N of and parallel to Pueblo, Colo., VORTAC 275° and 093° radials, thence W via this line to Long. 104°52' 00" W, thence N via this meridian to the Colorado Springs VORTAC 294° radial, thence NW via this radial to the SE boundary of V-95, thence NE via the SE boundary of V-95 and the S boundary of V-148, to point of beginning. The portion of this control area extension within R-2601 shall be used only after obtaining prior approval from appropriate authority.

Columbia, S. C.

That airspace S of Columbia bounded on the N by V-56, on the NE by V-53, on the S by V-18 and on the W by V-185; that airspace SE of Columbia bounded on the N by V-56, on the E by a line 5 miles W of and parallel to a direct line extending from the Charleston, S. C., VORTAC to the Florence, S. C., VOR, and on the SW by V-53, excluding the portion within P-378. The portion of this control area extension within R-6002 shall be used only after obtaining prior approval from appropriate authority.

Columbus, Ga.

That airspace N of Columbus bounded on the NW by V-20, on the S by V-56, on the E by V-97, and on the N by the Atlanta, Ga., 50-mile radius area.

Columbus, Miss.

Within a 45-mile radius of the Columbus AFB, Miss.

Columbus, N. Mex.

That airspace bounded on the S by V-16 N alternate E of Columbus, and V-16 W of Columbus, on the W by Long. 108°00'00" W, on the N by Lat. 32°36'00" N, and on the E by Long. 106°43'00" W.

Columbus, Ohio

Within a 15-mile radius of the Appleton, Ohio, VORTAC; including the airspace S of Columbus bounded on the E by V-133, on the SE by V-44, on the W by a line extending from the N boundary of V-44 at Lat. 38°42'55" N, Long. 83°00'15" W, via Lat. 38°48'30" N, Long. 83°02'00" W, to Lat. 39°30'00" N, Long. 83°02'00" W, and Lat. 39°30'00" N, Long. 83°47'00" W, to the S boundary of V-5 at Lat. 39°37'10" N, Long. 83°47'00" W, on the NW by V-5; and on the N by V-214. The portion of this control area extension within R-5501 shall be used only after obtaining prior approval from the appropriate authority.

Cordova, Alaska

Within 12 miles SW and 22 miles NE of the 120° and 300° bearings from the Hinchenbrook, Alaska, RR extending from 10 miles NW to 57 miles SE of the RR.

Corinne, Utah

Within 5 miles either side of the 289° bearing from the Corinne RBN to V-101.

Corpus Christi, Tex.

That airspace N of Corpus Christi bounded on the SE by V-20, on the SW by V-68, on the NW by the arc of 60-mile circle centered on the San Antonion, Tex., RBN, on the N by Lat. 29°00'00" N, and on the NE by the arc of a 25-mile circle centered at Lat. 28°51'00" N, Long. 96°55'00" W; including the airspace SE of Corpus Christi bounded on the NW by V-20, on the E by Long. 97°14'00" W, on the SE by the N boundary of R-6301, and on the W by the arc of a 35-mile circle centered on the Alice, Tex., VOR.

Cotulla, Tex.

Within 13 miles SW and 8 miles NE of the 140° and 320° bearings from the Cotulla RBN extending from V-17 to 20 miles NW of the RBN; including the airspace N of Cotulla bounded on the W by V-77, on the N by the arc of a 60-mile circle centered on the San Antonio, Tex., RBN, and on the E by V-17.

Crescent City, Calif.

Within 5 miles either side of the Crescent City VOR 330° and 235° radials extending from the VOR to 25 miles NW and 20 miles SW of the VOR.

Crestview, Fla.

Within 12 miles W and 8 miles E of the Crestview VOR 004° and 184° radials extending from 20 miles N to 8 miles S of the VOR; within 10 miles N and 7 miles S of the Crestview VOR 091° radial extending from the VOR to 35 miles E of the VOR, excluding the portion of the control area extension within R-2914 and R-2915.

Dalhart, Texas

Within 10 miles SW and 7 miles NE of the Dalhart, VORTAC 324° and 144° radials extending from 20 miles NW to 9 miles SE of the VORTAC, within 10 miles W and 7 miles E of the Dalhart VORTAC 002° and 182° radials extending from 20 miles N to 9 miles S of the VORTAC.

Dallas, Texas

That airspace bounded on the E by a line 5 miles E of and parallel to the Dallas VORTAC 133° radial, the Leona, Tex., VOR 353° and 140° radials, the Houston, Tex., VORTAC 353° radial and V-20, on the S and SW by V-180, on the NW by V-17 from Austin, Tex., VORTAC to the Waco, Tex., VORTAC and by V-15 from the Waco VORTAC to the Dallas VORTAC; including the airspace SE of Dallas extending from 44 miles N to 76 miles N of the Leona VOR, bounded on the E by a line 12 miles E of and parallel to the Leona VOR 353° radial and on the W by the Leona VOR 353° radial.

Danville, Ill.

Within a 15-mile radius of the Danville VOR, excluding the portion of this control area extension within the Lafayette, Ind., and the Rantoul, Ill., control area extensions; including the airspace NE of Danville extending from the 15-mile radius area, bounded on the NE by V-53, on the E by the Lafayette control area extension and on the W by V-171.

Danville, Va.

That airspace bounded on the E by Long. 78°50'00" W, on the S by Lat. 36°19'00" N, on the W by Long. 79°41'00" W, and on the N by Lat. 36°57'30" N.

Daytona Beach, Fla.

Within 10 miles W and 7 miles E of the Daytona Beach VOR 357° and 177° radials extending from 9 miles S to 20 miles N of the VOR and within 5 miles either side of the Daytona Beach VOR 244° radial extending from the VOR to 20 miles SW, excluding the portion outside the United States.

Del Rio, Tex.

That airspace over United States territory within a 55-mile radius of Laughin AFB, Del Rio, Tex.

Denver, Colo.

Within a 34-mile radius of the Denver VORTAC extending from V-81 on the S clockwise to V-4 on the N; the airspace NW of Denver from 5 miles W to 8 miles W of the Denver VORTAC 334° radial extending from the 34-mile radius area to the arc of a 57-mile radius circle centered on the Denver VORTAC; within 10 miles either side of the Denver VORTAC 253° radial extending from the 34-mile radius area to 49 miles W of the VORTAC; the airspace S of Denver bounded on the W by V-89, on the N by the 34-mile radius area, on the E by V-81, and on the S by V-95; the airspace SE of Denver bounded on the N by V-4, on the E by Long. 104°00'00" W, and on the S and W by V-148; and the airspace NE of Denver bounded on the NE by V-132, on the SE by V-160 and on the W by V-89, including the airspace bounded on the N by V-138 S, on the E by Long. 103°52'00" W, on the SW by V-132, and on the NW by V-207.

Des Moines, Iowa

Within a 25-mile radius of the Des Moines, VORTAC; within 12 miles W and 8 miles E of the Des Moines VORTAC 196° radial extending from the 25-mile radius area to 39 miles S of the VORTAC; within 12 miles N and 8 miles S of the Des Moines VORTAC 261° radial extending from the 25-mile radius area to 37 miles W of the VORTAC; including the airspace E of Des Moines bounded on the NE by V-172 S, on the E and S by V-294 and on the NW by V-161.

Detroit, Mich.

Within a 20-mile radius of the Willow Run Airport, Detroit, Mich., and the airspace N of Detroit bounded on the S by V-116, on the NW by V-133 and on the NE by V-42.

Dickinson, N. Dak.

Within a 15-mile radius of the Dickinson VORTAC; within 5 miles either side of the Dickinson RR N course extending from the RR to 20 miles N, and within 5 miles either side of the Dickinson VORTAC 015° radial extending from the VORTAC to 25 miles NE.

Dodge City, Kans.

Within 10 miles SW and 7 miles NE of the Dodge City VOR 161° and 341° radials extending from 20 miles NW to 9 miles SE of the VOR, and within 5 miles either side of the Dodge City VOR 161° and 341° radials extending from 20 miles to 25 miles NW of the VOR and from 9 miles to 25 miles SE of the VOR.

Douglas, Ariz.

Within 5 miles either side of the Douglas VOR 131° radial extending from the VOR to the United States/Mexican border and within 10 miles SW and 7 miles NE of the Douglas VOR 302° and 122° radials extending from 9 miles SE to 20 miles NW of the VOR, excluding the portion within R-2303, and the portion outside the United States.

Dover, Del.

That airspace S of the Kenton, Del., VORTAC, bounded on the N by V-16, on the E by V-239, on the SE by V-1 and on the W by V-29. The portion of this control area extension within R-2803 shall be used only after obtaining prior approval from appropriate authority.

Duluth, Minn.

Within a 30-nmi radius of the Duluth VORTAC.

Eau Claire, Wis.

Within a 15-mile radius of the Eau Claire VOR and within 5 miles either side of the Eau Claire VOR 004° radial extending from the VOR to 20 miles N.

Edenton, N. C.

That airspace bounded on the W by V-229, on the N by the Norfolk, Va., control area extension, on the NE by control 1181, on the SE by the NW shore of Pamlico Sound, and on the S by the arc of a 60-mile radius circle centered at Lat. 34°54'30" N, Long. 76°53'00" W, excluding the portions within R-5301, R-5302, R-5303, R-5304 and R-5305.

Elkins, W. Va.

Within a 15-mile radius of the Elkins VORTAC, and within 5 miles either side of the Elkins RR S course extending from the Elkins Airport to 10 miles S

Elko, Nev.

Within 5 miles either side of the 338° and 158° bearings from the Elko RBN extending from 25 miles S to 25 miles N of the RBN, including the airspace bounded on the NW by the Elko VORTAC 248° radial, on the NE by the Elko VORTAC 158° radial, on the SE by a line 10 miles SE of and parallel to the Elko VORTAC 248° radial, and on the SW by a line 20 miles SW of and parallel to the Elko VORTAC 158° radial.

Elmira, N. Y.

Within a 15-mile radius of the Elmira VOR; including the airspace SE of Elmira bounded on the E by a line 8 miles E of and parallel to the Elmira VOR 166° radial, on the S by V-116 and on the W by V-31.

El Paso, Texas

Within 5 miles either side of the El Paso VORTAC 008°, 165° and 302° radials, extending from the VORTAC to Lat. 32°00'00" N, 20 miles SE and 37 miles NW, including the airspace bounded on the N by Lat. 32°11'00" N, on the E by Long. 105°17'00" W, on the S by V-16 and on the W by a line 5 miles E of and parallel to the El Paso VORTAC 008° radial, excluding the portion of this control area extension within R-5103A and the portion outside of the United States.

Enid, Okla.

That airspace bounded on the N by V-190, on the E by V-77, on the S by V-140, on the SW by V-17 and on the NW by V-12.

Eniwetok Island

That airspace extending upward from 700 feet above the surface within a 50-nmi radius of the Eniwetok RBN (Lat. 11°31'00" N, Long. 162°20'00" E).

Ephrata, Wash.

That airspace N of V-2 within a 25-mile radius of the Ephrata VOR.

Erie, Pa.

Within a 15-mile radius of the Erie VORTAC; including the airspace extending from the 15-mile radius area bounded on the W by V-37, on the N by the United States/Canadian border, on the NE by the arc of a 50-mile radius circle centered on the Greater Buffalo International Airport (Lat. 42°56'25" N, Long. 78°43'50" W), on the E by Long. 78°57'00" W, and on the S by V-72 and V-184.

Eugene, Oreg.

Within 5 miles either side of the Eugene RR W course extending from the RR to V-27.

Evansville, Ind.

Within a 15-mile radius of the Evansville VORTAC; within 5 miles either side of the 038° and 218° bearings from the Evansville ILS OM extending from the 15-mile radius area to 25 miles NE of the OM: within 8 miles NE and 12 miles SW of the Evansville VORTAC 309° radial extending from the 15-mile radius area to 45 miles NW of the VORTAC; within 12 miles SE and 8 miles NW of the Evansville VORTAC 227° radial extending from the 15-mile radius area to 44 miles SW of the VORTAC, that airspace N of Evansville bounded on the N by Lat. 38°42'00" N, on the E by V-11, and on the W by V-7, and the airspace NE of Evansville bounded on the N by V-44, on the E by V-243, on the S by V-4 N, and on the W by V-11 E, excluding the portion within R-3701.

Fairbanks, Alaska

Within a 55-mile radius of the Wainwright AAF, (Lat. 64°50'15" N, Long. 147°36'45" W), extending clockwise from the S edge of G-7, W of Fairbanks, to the SW edge of A-2, SE of Fairbanks; within a 70-mile radius of Wainwright AAF extending clockwise from the SW edge of A-2, SE of Fairbanks, to the S edge of G-7, W of Faribanks, within 20 miles SW and 35 miles NE of 299° and 119° bearings from the Big Delta, Alaska, RR, extending from 27 miles NW to 55 miles SE of the RR; within 20 miles N and 26 miles S of the Nenana, Alaska, VORTAC 285° radial extending from the VORTAC to 46 miles W, excluding the portions within R-2206. The portion of this control area extension within R-2202, R-2205, R-2207, R-2208 and R-2209 shall be used only after obtaining prior approval from appropriate authority.

Fallon, Nev.

Within 12 miles NE and 8 miles SW of the NAAS Fallon TACAN 146° radial extending from the TACAN to 54 miles SE; within 5 miles either side of the Fallon TACAN 037° radial extending from the TACAN to 29 miles NE, and within 16 miles N and 7 miles S of the Fallon TACAN 089° and 269° radials extending from 8 miles E of the TACAN to a line extending from Lat. 39°06'00" N, Long. 119°10'00" W, to Lat. 40°00'00" N, Long. 118°57'00" W. The portions of this control area extension within R-4803, R-4804 and R-4810 shall be used only after obtaining prior approval from appropriate authority.

Fargo, N. Dak.

Within a 15-mile radius of the Fargo VORTAC; including the airspace N and E of Fargo within a 33-mile radius of the Fargo VORTAC extending from a line 11 miles W of and parallel to the Fargo VORTAC 353° radial clockwise to the Fargo VORTAC 110° radial; that airspace SW of Fargo within a 30-mile radius of the Fargo VORTAC extending from V-181 clockwise to V-2 W of Fargo, and the airspace S of Fargo within 8 miles W and 12 miles E of the Fargo VORTAC 187° radial extending from 26 miles to 58 miles S of the VORTAC.

Findlay, Ohio

Within a 15-mile radius of the Findlay VOR.

Flint, Mich.

That airspace bounded on the N by V-216, on the E by V-84 between the Peck, Mich., VORTAC and the Flint, Mich., VORTAC, and V-133 between the Flint VORTAC and the Salem, Mich., VORTAC, on the S by V-2, and on the W by Long. 84°18'00" W and V-45, excluding the portion that coincides with the Saginaw, Mich., control area extension.

Florence, S. C.

Within 5 miles either side of the Florence RR SE course extending from the RR to 20 miles SE, and within 5 miles either side of the Florence RR NW course extending from the RR to 25 miles NW.

Fort Myers, Fla.

That airspace bounded on the NE by V-35, on the E by V-225 and on the W by the Tampa, Fla., control area extension, excluding the portion below 2,000 feet MSL outside the United States and excluding the portion above 20,000 feet MSL S of Control 1230.

Fort Rucker, Ala.

That airspace bounded on the W by V-115, on the N by V-70, on the E by V-241 and V-7 W alternate, and on the S by V-22, including that airspace within a 35-mile radius of Lat. 31°14'55" N, Long. 85°46'20" W, extending clockwise from V-241 to V-7, excluding the portion of this control area extension which coincides with R-2103.

Fort Smith, Ark.

Within a 25-mile radius of the Fort Smith VORTAC extending clockwise from the W boundary of V-13 S of Fort Smith to the N boundary of V-74 E of Fort Smith.

Fortuna, Calif.

Within a 30-mile radius of the Arcata, Calif., Airport (Lat. 40°58'45" N, Long. 124°06'25" W), extending clockwise from V-27, N of Fortuna, Calif., to V-195 SE of Fortuna; the airspace W of Fortuna bounded on the E by V-27, on the S by Control 1415, on the W by Long. 124°30'00" W, and on the N by a line extending from Lat. 41°07'45" N, Long. 124°30'00" W, to Lat. 41°04'30" N, Long. 124°20'00" W; the airspace S of Fortuna within 10 miles NE and 7 miles SW of the Fortuna VOR 155° radial extending from the VOR to 20 miles SE; and the airspace within 11 miles N and 7 miles S of the Fortuna VOR 110° radial extending from 21 miles E to 9 miles W of the INT of the Fortuna VOR 110° and the Arcata ILS localizer SE course.

Fort Wayne, Ind.

That airspace S of Fort Wayne bounded on the E by V-55, on the SE by V-14, and on the NW by V-11 W alternate and V-96; the airspace W of Fort Wayne within a 40-mile radius of the Fort Wayne VORTAC bounded on the SE by V-11 W alternate and V-96 and on the NE by V-277.

Fort Worth, Tex.

That airspace bounded on the NE, E and SE by V-163 extending from the Oklahoma City, Okla., 25-mile radius area to the Ardmore, Okla., VOR, and V-15 from the Ardmore VOR to the Waco, Tex., VORTAC, on the S and SW by V-17 from the Waco VORTAC to its INT with V-94, thence via V-94 to the Abilene, Tex., 35-mile radius area, on the W and NW by V-77, and on the N by the Oklahoma City 25-mile radius area.

Fresno, Calif.

That airspace between Bakersfield-Fresno-Linden, Calif., bounded on the SW by V-23, on the N by V-108, on the E, NE, and SE by a line extending from the INT of the S edge of V-108 and Long. 120°00'00" W, to Lat. 37°50'00" N, Long. 120°00'00" W, to Lat. 36°00'00" N, Long. 118°48'00" W, to the Bakersfield, Calif., VORTAC.

Gage, Okla.

Within 5 miles either side of the Gage VORTAC 299° radial extending from the VORTAC to 20 miles NW.

Garden City, Kans.

Within a 25-mile radius of the New Garden City Municipal Airport (Lat. 37°56'09" N, Long. 100°43'44" W).

Goodland, Kans.

Within 5 miles either side of the Goodland VORTAC 022° radial extending from the VORTAC to 12 miles N, and within 10 miles S and 7 miles N of the Goodland VORTAC 281° and 101° radials extending from 20 miles W to 9 miles E of the VORTAC.

Goshen, Ind.

Within a 15-mile radius of the Goshen VOR, including the airspace NE of the Goshen VOR bounded on the W by V-277, on the N by V-10, on the NE by V-30, and on the S by V-92.

Grand Forks, N. Dak.

That airspace W of the Grand Forks VOR 355° and 175° radials within a 30-mile radius of the Grand Forks AFB (Lat. 47°57'35" N, Long. 97°24'10" W), including the airspace SE of Grand Forks within 10 miles E and 7 miles W of the Grand Forks VOR 158° and 338° radials extending from 8 miles NW to 20 miles SE of the VOR.

Grand Island, Nebr.

Within 18 miles W and 7 miles E of the Grand Island VOR 180° and 360° radials extending from 9 miles S to 34 miles N of the VOR.

Grand Junction, Colo.

That airspace bounded on the NE by a line 20 miles NE of and parallel to the Grand Junction VORTAC 125° and 305° radials, on the SE by a line 30 miles SE of and parallel to the Grand Junction VORTAC 220° and 040° radials, on the SW by a line 20 miles SW of and parallel to the Grand Junction VORTAC 130° and 310° radials, and on the NW by a line 32 miles NW of and parallel to the Grand Junction VORTAC 220° and 040° radials, and within 5 miles either side of a line bearing 305° from the Walker Airport, Grand Junction, Colo. (Lat. 39°07'05" N, Long. 108°31'10" W), extending from 40 miles NW of the airport to its INT with the Grand Junction VORTAC 318° radial.

Great Falls, Mont.

Within a 45-mile radius of the Great Falls VOR; within 12 miles NW and 8 miles SE of the Great Falls VOR 074° radial extending from the 45-mile radius area to 61 miles NE of the VOR; within 12 miles S and 8 miles N of the Great Falls VOR 271° radial extending from the 45-mile radius area to 56 miles W of the VOR; that airspace extending from the 45-mile radius area bounded on the E by a line 6 miles W of and parallel to the Great Falls VOR 180° radial, on the S by V-2, and on the W by a line 8 miles NW of and parallel to the Great Falls VOR 222° radial, and that airspace extending from the 45-mile radius area bounded on the NE by a line 5 miles NE of and parallel to the Lewistown, Mont., VOR 308° radial and on the S by V-19.

Green Bay, Wis.

Within a 15-mile radius of the Austin-Strubel Airport Green Bay, Wisc., (Lat. 44°29'17" N, Long. 88°07'50" W), including the airspace SE of Green Bay, bounded on the N by Lat. 44°36'00" N, on the E by Long. 87°26'00" W, on the S and SW by Lat. 44°06'00" N and V-217, and on the W by the Green Bay 15-mile radius area; within 5 miles either side of the 239° bearing from the Green Bay RBN extending from the RBN to 15 miles SW, and within 5 miles either side of the Green Bay VORTAC 326° radial extending from the VORTAC to 15 miles NW.

Greenville, Miss.

Within 8 miles E and 5 miles W of the 006° and 186° bearings from the Greenville Municipal Airport (Lat. 33°23'10" N, Long. 91°00'00" W) extending from V-278 to 17 miles S of the Greenville Municipal Airport.

Greenville, S. C.

That airspace beginning at Lat. 35°49'30" N, Long. 79°30'00" W, thence SW to Lat. 34°49'30" N, Long, 80°10'00" W, thence clockwise along the arc of a 50-mile radius circle centered at Lat. 35°10'30" N, Long. 80°56'00" N, to Lat. 34°27'15" N, Long. 80°52'30" W, thence W to Lat. 34°22'30" N, Long. 82°20'00" W, thence clockwise along the arc of a 30-mile radius circle centered at Lat. 34°48'45" N, Long. 82°20'30" W to the S boundary of V-222, thence NE along the S boundary of V-222 and V-266 to the arc of a 35-mile radius circle centered at Lat. 36°06'00" N, Long. 80°01'30" W, thence clockwise along the arc of this circle to the point of beginning.

Greenwood, Miss.

Within 5 miles either side of the Greenwood RR E course extending from the RR to 20 miles E; within 5 miles either side of the Greenwood RR W course extending from the RR to 25 miles W, and within 5 miles either side of the Greenwood VOR 066° and 246° radials extending from 20 miles SW to 20 miles NE of the VOR.

Greenwood, S. C.

That airspace beginning at Lat. 34°10'40" N, Long. 82°04'05" W, thence NE to Lat. 34°19'00"N, Long. 81°38'00" W, thence NW to Lat. 34°24'45" N, Long. 81°42'00" W, thence W along the S boundary of the Greenville, S. C. (Greenville-Charlotte-Greensboro), control area extension to the E boundary of V-185, thence along the E boundary of V-185 to the point of beginning.

Grosse Ile, Mich.

That airspace S of the Grosse Ile NAS, bounded on the W by V-275, on the N by V-10, on the NE by V-133 and on the SE by a line through Lat. 41°51'10"N, Long. 83°08'35" N, to Lat. 41°45'20" N, Long. 83°20'25" W.

Guam Island

Within a 100-nmi radius of the Guam VOR (Lat. 13°27'11" N, Long. 144°43'51" E), excluding the portion which coincides with R-7201 and W-517.

Gustavus, Alaska

Within 22 miles SW and 19 miles NE of the 145° and 325° bearings from the Gustavus RR extending from 16 miles NW to 48 miles SE of the RR.

Harrisburg, Pa.

Within a 15-mile radius of the Harrisburg VORTAC; including the airspace N of Harrisburg bounded on the N by V-276, on the E by V-31, and on the SW by V-33; the airspace NE of Harrisburg bounded on the N by V-30, on the E by the arc of a 125-mile radius circle centered on the Idlewild, N. Y., VORTAC, on the S and SE by V-162, and on the W by V-31; the airspace SE of Harrisburg bounded on the N by V-474, on the SE by V-251, and on the SW by V-31, and the airspace NW of Harrisburg bounded on the NW by V-106, on the NE by V-33, on the S by V-12, and on the W by V-501.

Hilo, Hawaii

That airspace NE of Hilo, within a 25-mile radius of the Hilo VOR, extending from the NE edge of Hawaiian V-2 clockwise to the N edge of V-2; the airspace SE of Hilo bounded by a line beginning at Lat. 19°39'30" N, Long. 154°30'20" W, thence extending clockwise along the arc of a circle centered at Lat. 19°39'30" N, Long. 154°46'00" W, to Lat. 19°25'30" N, Long. 154°41'00" W, thence to Lat. 19°34'00" N, Long. 154°55'00" W, thence to Lat. 19°39'30" N, Long. 154°56'00" W, thence to point of beginning.

Hopkinsville, Ky.

That airspace bounded on the E by V-7, on the S by a line from Lat. 36°29'40" N, Long. 86°50'20" W to Lat. 36°16'40" N, Long. 87°26'15" W, on the W by the arc of a 25-mile radius circle centered at Lat. 36°37'27" N, Long. 87°32'59" W, clockwise to Lat. 36°59'20" N, Long. 87°33'30" W, thence on the N via a direct line from that point to Lat. 37°00'20" N, Long. 87°04'30" W. The portions of this control area extension which coincide with R-3702 and R-3703 shall be used only after obtaining prior approval from the appropriate authority.

Houghton, Mich.

Within 5 miles either side of the 018° and 198° bearings from the Houghton RBN extending from 25 miles S to 25 miles N of the RBN.

Houston, Tex.

That airspace bounded by a line beginning at Lat. 30°22'00" N, Long. 94°03'00" W, thence clockwise along the arc of a 25-mile radius circle centered at Lat. 30°00'34" N, Long. 94°02'18" W, to Lat. 29°38'35" N, Long. 94°00'00" W, thence S to Lat. 29°37'30" N, Long. 94°00'00" W, thence SW 3-nmi from and parallel to the shoreline to Lat. 28°23'20" N, Long. 96°17'30" W, thence clockwise along the arc of a 25-mile radius circle centered at Lat. 28°44'45" N, Long. 96°17'00" W, to Lat. 28°55'00" N, Long. 96°38'45" W, thence NE to Lat. 29°58'30" N, Long. 95°58'30" W, thence clockwise along the arc of a 50-mile radius circle centered at Lat. 29°37'05" N, Long. 95°15'00" W, to Lat. 30°20'25" N, Long. 95°17'00" W, thence E to the point of beginning.

Hudspeth, Tex.

That airspace SE of Hudspeth, within a 20-nmi radius of the Hudspeth VOR, bounded on the NE by V-198 and on the W by the Hudspeth VOR 177° radial, including the airspace SW of Hudspeth bounded on the E by the Hudspeth VOR 177° radial, on the S by the United States/Mexican border, on the W by a line 5 miles E of and parallel to the El Paso, Tex., VORTAC 165° radial and on the N by V-66.

Huntsville, Ala.

Within a 30-mile radius of the Huntsville VOR. The portion of this control area extension within R-2104 shall be used only after obtaining prior approval from the appropriate authority.

Huron, S. Dak.
Within a 20-mile radius of the Huron VOR extending clockwise from 283° to the 333° radials of the VOR and within a 15-mile radius of the Huron VOR extending clockwise from the 333° to the 283° radials of the VOR.

Hutchinson, Kans.
Within a 25-mile radius of Lat. 38°00'53" N, Long. 97°51'40" W.

Idaho Falls, Idaho
That airspace bounded on the N by V-298, on the E by a line 9 miles SE of and parallel to the Idaho Falls VOR 030° and 210° radials, on the S by Lat. 43°14'00" N, and on the W by V-257.

Indianapolis, Ind.
Within a 15-mile radius of the Indianapolis VORTAC; within 5 miles either side of the Weir Cook Municipal Airport, Indianapolis, Ind., ILS localizer SW course extending from the 15-mile radius area to 20 miles SW of the ILS OM, and including that airspace bounded by a line beginning at the INT of the N boundary of V-14 N alternate and the Indianapolis 15-mile radius area, extending W and SW along the N and NW boundary of V-14 N to the E boundary of V-7, thence N along the E boundary of V-7 to a 25-mile radius arc centered at the Purdue University Airport, Lafayette, Ind. (Lat. 40°24'45" N, Long. 86°55'57" W), thence counterclockwise along this 25-mile radius arc to Lat. 40°23'30" N, Long. 86° 27'30" W; thence counterclockwise along a 25-mile radius arc centered on Bunker Hill AFB, Peru, Ind. (Lat. 40°39'38" N, Long. 86°08'31" W), to the NW boundary of V-11 W alternate, thence SW along the NW boundary of V-11 to the Indianapolis 15-mile radius control area extension.

Jackson, Mich.
That airspace E of Jackson bounded on the W by V-45, on the NE by V-2, on the SE by V-11, and on the S by V-90.

Jacksonville, Fla.
Within 5 miles either side of the Jacksonville VORTAC 064° radial , extending from the VORTAC to 20 miles NE, and the airspace SW of Jacksonville, bounded on the N by V-22, on the E by V-267, on the S by Lat. 29°00'00" N, on the SW by V-159 and on the W by V-157. The portions of this control area extension within R-2903A, R-2903B, R-2903C, R-2903D, R-2906, R-2907 and R-2910 shall be used only after obtaining prior approval from appropriate authority.

Jamestown, N. Dak.
Within a 15-mile radius of the Jamestown VOR and the airspace within 5 miles either side of the Jamestown VOR 191° radial extending from the VOR to 25 miles S.

Janesville, Wis.
Within a 15-mile radius of the Janesville VOR.

Joplin, Mo.
Within a 25-mile radius of the Joplin Airport (Lat. 37°08'57" N, Long. 94°29'49" W).

Juneau, Alaska
Within a 5-mile radius of the Juneau Airport (Lat. 58°21'30" N, Long. 134°35'00" W); within 5 miles either side of a direct line extending from the Juneau Airport via the Coghlan Island, Alaska, RBN to the Sisters Island RBN, from the Sisters Island RBN to the Point Retreat RBN, from the Point Retreat RBN to the Juneau Airport and from the Point Retreat RBN to the Haines, Alaska RBN.

Kahului, Hawaii
That airspace N of Kahului within a 25-mile radius of the Kahului, Maui, VOR bounded on the S by V-6.

Kansas City, Mo.
That airspace E of V-205, within a 42-mile radius of the Kansas City Municipal Airport (Lat. 39° 07'26" N, Long. 94°35'30" W).

Keene, N. H.
Within 8 miles W and 5 miles E of the Keene VOR 188° radial extending from the VOR to 17 miles S; within 8 miles W and 5 miles E of the 186° bearing from the Keene RBN extending from the RBN to 17 miles S; within 11 miles NW and 7 miles SE of the Keene VOR 246° radial extending from the VOR to 27 miles SW, and within 10 miles W and 7 miles E of the Keene VOR 019° radial extending from the VOR to 20 miles N.

Kenai, Alaska

Within a 42-mile radius of the Kenai VOR, excluding that portion which coincides with the Anchorage, Alaska, control area extension.

Key West, Fla.

Within 5 miles either side of the Key West VOR 313° radial extending from the VOR to W-174 and within 5 miles either side of the Key West RR W course extending from the RR to W-174.

Kingsville, Tex.

That airspace bounded by a line 5 miles N of and parallel to the Kingsville NAS, TACAN 244° radial extending from the W boundary of V-68 to Lat. 27°11'00" N, Long. 98°42'00" W, thence SE to Lat. 27° 03'00" N, Long. 98°37'55" W, thence SE to Lat. 26°56'25" N, Long. 98°12'30" W, thence NE to a line 5 miles SE of and parallel to the Kingsville NAS TACAN 219° radial to the W boundary of V-68, thence N along the W boundary of V-68 to the point of beginning.

Kinston, N. C.

Within 9 miles NW and 5 miles SE of the Kingston VOR 047° radial extending from the VOR to 18 miles NE, excluding the portion which coincides with R-5307.

Kirksville, Mo.

Within 5 miles either side of the Kirksville VORTAC 316° radial extending from the VORTAC to 25 miles NW.

Klamath Falls, Oreg.

Within a 40-mile radius of the Klamath Falls VORTAC.

Knoxville, Tenn.

Within a 40-mile radius of the Knoxville RBN beginning S of Knoxville on the centerline of V-97 extending counterclockwise to the centerline of V-16 E of Knoxville, thence E to and including the airspace within a 50-mile radius of the Knoxville VOR beginning E of Knoxville on the centerline of V-16 and extending counterclockwise to Lat. 36°06'30" N, Long. 84°45'00" W, thence bounded on the NW by a line extending from Lat. 36°06'30" N, Long. 84°45'00" W, to Lat. 36°00'00" N, Long. 84°56'45" W, on the W by V-51, on the S by V-54, and on the E by the centerline of V-97, thence to point of beginning; and the airspace NE of Knoxville extending from the 50-mile radius area bounded on the SE by V-16 N, on the NE by V-53, and on the NW by V-115.

Kodiak, Alaska

Within 15 miles NW and 23 miles SE of the 045° and 225° bearings from the Kodiak RR extending from 25 miles NE to 40 miles SW of the RR, and within 5 miles either side of the Kodiak RR S course extending from the RR to 20 miles S.

Kotzebue, Alaska

Within 10 miles NW and 9 miles SE of the 048° and 228° bearings from the Kotzebue RBN, extending from 10 miles SW to 25 miles NE of the RBN.

Kwajalein Island

That airspace extending upward from 700 feet above the surface within a 100-nmi radius of the Kwajalein RBN (Lat. 08°45'00" N, Long. 167° 45'00" E), extending clockwise from the 270° to the 180° bearings from the RBN, and within a 25-nmi radius of the Kwajalein RBN, extending clockwise from the 180° to the 270° bearings from the RBN.

La Crosse, Wis.

Within a 25-mile radius of the La Crosse Airport (Lat. 43°52'38" N, Long. 91°05'21" W), extending clockwise from G-2 to V-82, and within a 15-mile radius of the La Crosse VOR.

Lafayette, Ind.

Within a 25-mile radius of the Purdue University Airport, Lafayette, Ind., (Lat. 40°24'45" N, Long. 86° 55'57" W).

Lafayette, La.

That airspace bounded on the NE by V-114, on the S by V-20, on the SW by V-20 N and on the NW by V-222.

Lake Charles, La.
Within a 40-mile radius of the Lake Charles VOR, including the airpsace NW of Lake Charles bounded by a line beginning on the 40-mile radius arc at Lat. 30°24'00" N, Long. 93°42'00" W, extending to Lat. 31°08'00" N, Long. 94°02'00" W, thence to Lat. 31°23'00" N, Long. 93°28'00" W, thence to the 40-mile radius arc at Lat. 30°43'00" N, Long. 93°04'00" W.

Lansing, Mich.
Within a 15-mile radius of the Lansing VOR, including the airspace W, N, and E of Lansing bounded on the E by Long. 84°18'00" W, on the SW by V-2, on the W by V-193, and on the N by Lat. 43°30'00" N, excluding the portion that coincides with the Saginaw, Mich., control area extension.

Laredo, Tex.
That airspace over United States territory within a 35-mile radius of the Laredo AFB, RBN.

Las Vegas, Nev. (A)
That airspace bounded on the N by Lat. 36°16'00" N, on the W by a line extending from Lat. 36°16'00° N, Long. 116°20'00" W to Lat. 36°04'00" N, Long. 116°20'00" W, thence SE to Lat. 35°45'00" N, Long. 116°00'00" W, thence SW to Lat. 35°19'35" N, Long. 116°15'00" W, on the SW by V-8 N and on the E by Las Vegas, Nev. (B), control area extension.

Las Vegas, Nev. (B)
That airspace NW of Las Vegas bounded by a line from Lat. 36°41'00" N, Long. 115°33'00" W, to Lat. 36°17'05" N, Long. 115°01'40" W, to Lat. 36°08'00" N, Long. 115°13'25" W, to Lat. 36°04'50" N, Long. 115°17'20" W, to Lat. 36°28'30" N, Long. 115°47'50" W clockwise along the arc of a 10-mile radius circle centered at Lat. 36°34'47" N, Long. 115°40'36" W, to the point of beginning. The portion of this control area extension which coincides with R-4806 shall be used only after obtaining prior approval from appropriate authority.

Lebanon, N. H.
Within 8 miles SE and 5 miles NW of the Lebanon VOR 050° radial extending from the VOR to 17 miles NE, and within 10 miles either side of the Lebanon VOR 135° and 316° radials extending from 20 miles SE to 20 miles NW of the VOR, excluding the portion which coincides with the Rutland, Vt., control area extension.

Lexington, Ky.
Within a 40-mile radius of the Lexington VORTAC; excluding the portion N of a line 12 miles N of and and parallel to the Lexington VORTAC 060° radial and E of V-97 E; that airspace E of Lexington extending from the 40-mile radius area bounded on the N by V-4, on the SE by V-119, and on the S by a line 8 miles S of and parallel to the Lexington VORTAC 081° radial; that airspace SE of Lexington within 12 miles NE and 8 miles SW of the Lexington VORTAC 129° radial extending from the 40-mile radius area to 52 miles SE of the VORTAC, and that airspace NE of Lexington extending from the 40-mile radius area bounded on the NW by a line 12 miles N of and parallel to the Lexington VORTAC 060° radial, on the NE by V-478, and on the S by V-493.

Limestone, Maine
Within a 40-mile radius of Loring AFB, Limestone, Maine, (Lat. 46°57'05" N, Long. 67°53'10" W), excluding the portion outside of the United States; the airspace S of Presque Isle, Maine, bounded on the N by the Loring AFB 40-mile radius area, on the E by the United States/Canadian border, on the SE by V-471 N of the Millinocket, Maine, VOR and V-39 S of the Millinocket VOR, and on the W by a line extending from the INT of the N boundary of V-39 and Long. 69°04'00" W, to Lat. 45°53'00" N, Long. 69° 04'00" W, to Lat. 45°53'00" N, Long. 68°30'00" W, thence via Long. 68°30'00" W to the 40-mile radius area.

Litchfield, Mich.
Within a 15-mile radius of the Litchfield VORTAC, including the airspace E and SE of Litchfield extending from the 15-mile radius area bounded on the N by V-90, on the E by V-47 and on the S by V-30.

Little Rock, Ark.
Within a 50-mile radius of the Little Rock RR; that airspace SW of Little Rock extending from the 50-mile radius area bounded on the NW by V-54 and on the SE by V-16; that airspace S of Pine Bluff, Ark., within 10 miles E and 7 miles W of the 177° bearing from the Pine Bluff RBN extending from the 50-mile radius area to 20 miles S of the RBN; that airspace W of Hot Springs, Ark., within 7 miles NW and 10 miles SE of the Hot Springs VOR 076° and 256° radials extending from the 50-mile radius area to 20 miles SW of the VOR, and that airspace N of Little Rock within 11 miles W and 7 miles E of the Little Rock AFB TACAN 341° radial extending from the 50-mile radius area to 44 miles NW of the TACAN. The portion of this control area extension which coincides with R-2403 shall be used only after obtaining prior approval from the appropriate authority.

Lometa, Tex.

Within 6 miles N and 10 miles S of the Lometa VORTAC 276° radial extending from the VORTAC to 30 miles W.

Lompoc, Calif.

Within a 35-mile radius of Vandenberg AFB (Lat. 34°43'45" N, Long. 120°34'15" W), excluding that portion within R-2516, R-2517 and that portion outside the United States.

Los Angeles, Calif.

That airspace bounded by lines beginning at Lat. 34°01'00" N, Long. 119°04'45" W, thence SE and E along the W and S boundaries of V-25 to the United States coastline, thence along the United States coastline, to Lat. 33°10'00" N, thence to Lat. 33°10'00" N, Long. 117°45'00" W, thence to Lat. 33° 12'30" N, Long. 117°47'00" W, thence to Lat. 33°18'00" N, Long. 118°28'00" W. thence to Lat. 33°24' 35" N, Long. 118°37'00" W, thence to Lat. 33°28'30" N, Long. 118°37'00" W, thence to Lat. 33°28'30" N, Long. 118°40'00" W, thence to Lat. 33°27'20" N, Long. 118°41'25" W, thence to Lat. 33°28'30" N, Long. 118°43'30" W, thence to Lat. 33°28'30" N, Long. 119°07'00" W, thence to Lat. 33°52'03" N, Long. 119° 06'59" W, thence to the point of beginning.

Louisville, Ky.

Within a 35-mile radius of Standiford Field, Louisville, Ky. (Lat. 38°10'33" N, Long. 85°44'12" W); that airspace extending from the 35-mile radius area bounded on the N by Lat. 38°49'00" N, on the E by Long. 85°19'00" W, on the S by Lat. 38°22'00" N, on the W by Long. 86°42'00" W, and on the NW by a line extending from Lat. 38°38'00" N, Long. 86°42'00" W, to Lat. 38°49'00" N, Long. 86°00'00" W; that airspace extending from the 35-mile radius area bounded on the N by V-44, on the E by V-97 W, on the SE by V-502, and on the NW by V-5; that airspace extending from the 35-mile radius area bounded on the E by the arc of a 40-mile radius circle centered on the Lexington, Ky., VORTAC, and on the SE by V-178, and that airspace extending from the 35-mile radius area bounded on the E by a line 10 miles E of and parallel to the New Hope, Ky., VOR 163° and 343° radials, on the S by a line 20 miles S of and parallel to the New Hope VOR 070° radial, and on the W by V-51.

Lovelock, Nev.

Within 10 miles NW and 10 miles SE of the Lovelock VORTAC 238° and 068° radials extending from 20 miles SW to 20 miles NE of the VORTAC, excluding the portion within R-4805.

Lubbock, Tex.

Within a 25-mile radius of the Lubbock RR in the SW, NW and NE quadrants of the RR and within a 40-mile radius of the RR in the SE quadrant of the RR; within 12 miles N and 8 miles S of the Lubbock VORTAC 277° radial extending from the Lubbock VORTAC to 48 miles W; within 12 miles NW and 8 miles SE of the Lubbock VORTAC 261° radial extending from the Lubbock VORTAC to 52 miles SW and within 12 miles E and and 12 miles W of the Lubbock VORTAC 008° radial extending from the Lubbock VORTAC to 51 miles N.

Lufkin, Tex.

Within a 25-mile radius of the Lufkin VOR; including the airspace S of Lufkin bounded on the W bv V-13E alternate, on the S by V-222 N, and on the E by V-289.

Lynchburg, Va.

Within a 20-mile radius of the Lynchburg VORTAC; that airspace NE of Lynchburg extending from the 20-mile radius area bounded on the NW by V-16, on the NE by V-155, on the SE by V-20 N alternate. and on the S by Lat. 37°10'00" N, and that airspace NW of Lynchburg extending from the 20-mile radius area bounded on the S by V-260 and on the NW by V-16.

Macon, Ga.

That airspace bounded on the S by Lat. 32°00'00" N, on the W by V-97, on the N by the Atlanta, Ga., transition area and V-18, and on the E by a line extending from Lat. 33°31'00" N, Long. 82°30'00" W, to Lat. 32°15'00" N, Long. 82°30'00" W, to Lat. 32°00'00" N, Long. 82°51'00" W.

Madison, Wis.

That airspace bounded on the NE by V-170, on the SE by V-63, on the SW and W by V-97, and on the N by Lat. 43°19'00" N. The portion of the control area extension that coincides with R-6905 shall be used only after obtaining prior approval from appropriate authority.

Mansfield, Ohio

Within a 15-mile radius of the Mansfield VORTAC; within 5 miles either side of the Mansfield VORTAC 130° radial, extending from the VORTAC to 25 miles SE and including that airspace S and W of the Mansfield VORTAC bounded on the E by V 133, on the S by V-210, on the W by V-47 and on the N by V-8.

Marianna, Fla.
Within 5 miles either side of the Marianna VOR 130° radial extending from the VOR to 20 miles SE.

Marquette, Mich.
Within a 40-mile radius of K. I. Sawyer AFB, Marquette, Mich., (Lat. 46°20'54" N, Long. 87°24'05" W), excluding the airspace within the 40-mile radius bounded on the W by Long. 87°20'30" W, and on the N by Lat. 46°03'00" N.

Marysville, Calif.
That airspace N of Marysville bounded on the S by V-200, on the W by V-23, on the N by the Red Bluff, Calif., control area extension and on the E by a line extending from Lat. 39°15'00" N, Long. 121°30'00" W, to Lat. 39°50'00" N, Long. 121°43'00" through Lat. 40°05'20" N, Long. 121°53'00" W.

Mason City, Iowa
Within a 15-mile radius of the Mason City VORTAC, including the airspace S of Mason City within 10 miles E and 7 miles W of the Mason City VORTAC 182° radial extending from the Mason City 15-mile radius area to 26 miles S of the VORTAC.

McComb, Miss.
Within 5 miles either side of the McComb VOR 074° radial extending from the VOR to 15 miles E.

Medford, Oreg.
Within 5 miles either side of the Medford RR W course, extending from the RR to 20 miles W; within 5 miles either side of the Medford VORTAC 270° radial extending from the VORTAC to V-27, and within 15 miles E and 8 miles W of the Medford VORTAC 335° and 155° radials extending from 14 miles S to 20 miles N of the VORTAC.

Memphis, Tenn.
That airspace within the arc of a 50-mile radius circle centered at the Memphis RBN extending clockwise from the 066° to the 002° bearing from the Memphis RBN; within the arc of a 45-mile radius circle centered at Lat. 35°21'44" N, Long. 89°47'36" W, bounded on the W and NW by V-11 and on the SE by V-16; the airspace N of Memphis bounded on the N by V-140, on the SE by V-11, and on the W W by the Blytheville, Ark., VOR 186° and 006° radials; the airspace SE of Memphis extending from the 50-mile radius area bounded on the E by Long. 89°22'00" W, on the S by Lat. 34°08'00" N, and on the W by V-9 E alternate; the airspace SW of Memphis extending from the 50-mile radius area bounded on the SE by V-16, on the W by V-69, and on the N by V-54, and the airspace NW of Memphis bounded on the E by V-9, on the S by V-54 N alternate, on the W by V-69 and on the N by V-140.

Merced, Calif.
That airspace bounded on the E by V-23, on the S by V-230, on the W by V-113 and on the N by the Stockton, Calif., control area extension.

Meridian, Miss.
Within 5 miles either side of the Meridan ILS localizer S course extending from the localizer to 30 miles S and within 5 miles either side of the Meridian VORTAC 314° radial extending from the VORTAC to 20 miles NW.

Miami, Fla. (A)
That airspace bounded on the N by a line extending from Lat. 25°48'55" N, Long. 81°45'00"W, to Lat. 25°46'35" N, Long. 81°08'15" W, to Lat. 25°30'30" N, Long. 80°51'20" W, to Lat. 25°34'00" N, Long. 80°25'00" W, on the E by Long. 80°25'00" W, on the S by V-35, and on the W by V-225, excluding the portion below 2,000 feet MSL which lies outside the United States and that portion above 20,000 feet MSL which coincides with W-173.

Miami, Fla. (B)
That airspace bounded on the W and NW by V-225, on the E by V-3, on the S by V-51 and on the SW by a line from N boundary of V-51 at Long. 80°48'30" W, to the E boundary of V-225 at Lat. 26°05'45" N.

Middleton Island, Alaska
Within 8 miles either side of the Middleton Island VOR 037° and 217° radials extending from 29 miles NE to 8 miles SW of the VOR.

Midland, Tex.
Within a 25-mile radius of Lat. 31°54'07" N, Long. 102°15'53" W; the airspace SW of Midland bounded on the N by V-16 S alternate, on the SW by V-79 and on the SE by V-66 and including the airspace N of Midland bounded on the E by the E boundary of V-81, on the W by Long. 102°13'30" W and on the N by Lat. 33°06'00" N.

Midway Island

That airspace extending upward from 700 feet above the surface within a 100-nmi radius of NAS Midway (Lat. 28°12'00" N, Long. 177°22'00" W).

Milton, Fla.

That airspace bounded by a line extending from Lat. 30°44'20" N, Long. 87°37'00" W, thence N to Lat. 30°58'45" N, Long. 87°36'00" W, thence NE along the arc of a 34.5 mile radius circle centered on the Whiting, Fla., RR to Lat. 31°15'40" N, Long. 87°10'30" W, thence SE to Lat. 30°54'00" N, Long. 86°56'30" W, thence E to Lat. 30°54'00" N, Long. 86°52'30" W, thence to Lat. 30°46'00" N, Long. 86°52'30" W, thence SW to Lat. 30°39'00" N, Long. 87°03'25" W, thence W to point of beginning.

Milwaukee, Wis.

Within a 20-mile radius of General Mitchell Field, Milwaukee (Lat. 42°56'51" N, Long. 87°53'58" W), the airspace bounded on the E by Long. 87°00'00" W, on the S by V-84 E of Northbrook, Ill., VORTAC and V-100 W of Northbrook VORTAC, on the W by V-9, and on the N by a line 7 miles N of and parallel to the Milwaukee VORTAC 087° radial; within 11 miles W and 7 miles E of the Milwaukee ILS localizer N course extending from the Milwaukee 20-mile radius area to 40 miles N of the localizer, and within 12 miles W and 5 miles E of the Milwaukee VORTAC 198° radial extending from 22 miles N to 10 miles S of the INT of the Janesville, Wis., VOR 111° and the Milwaukee VORTAC 198° radials. The portion of this control area extension within R-6903 shall be used only after obtaining prior approval from appropriate authority.

Minchumina, Alaska

Within 6 miles SW and 8 miles NE of the 332° bearing from the Minchumina RR extending from the RR to 7 miles NW, including the airspace SE of R-39 within a 25-mile radius of the Minchumina RR.

Minneapolis, Minn.

Within a 30-mile radius of the Minneapolis-St. Paul International Airport (Lat. 44°53'05" N, Long. 93°13'15" W) within the E, S and W quadrants of the Minneapolis RR; within a 15-mile radius of the Minneapolis VORTAC; the airspace N of Minneapolis bounded on the NW by V-13 W alternate, on the E by V-13, and on the SW by V-2; the airspace NE and E of Minneapolis within 12 miles N and 8 miles S of the Minneapolis VORTAC 100° radial extending from the Minneapolis 30-mile radius area to 55 miles E of the VORTAC, and the airspace W of Minneapolis within 11 miles NE and 7 miles SW of the Farmington, Minn., VOR 297° radial extending from the Minneapolis 30-mile radius area to 45 miles NW of the VOR.

Minot, N. Dak.

Within a 35-mile radius of Minot AFB (Lat. 48°25'18" N, Long. 101°22'08" W); within a 35-mile radius of the Minot VOR extending clockwise from the 091° radial to the 147° radial of the VOR, including the airspace S of Minot within 8 miles W and 6 miles E of the Bismarck, N. Dak., VOR 333° radial extending from 58 miles NW of the Bismarck VOR to the Minot 35-mile radius area. The portion of this control area extension which coincides with R-5403 shall be used only after obtaining prior approval from the appropriate authority.

Miramar, Calif.

That airspace E of Miramar bounded on the N by V-208, on the E by Long. 116°05'00" N, on the S by the United States-Mexican Border and on the W by the Oceanside, Calif., VORTAC 160° radial.

Mobile, Ala.

Within a 25-mile radius of Brookley AFB, Mobile, excluding the portion E of a line extending from Lat. 30°21'45" N, Long. 87°47'15" W, thence NW to Lat. 30°31'00" N, Long. 87°55'00" W, thence along the E shore of Mobile Bay to Lat. 30°41'30" N, Long. 87°59'30" W, NE to Lat. 30°50'00" N, Long. 87°48'00" W, thence NE to Lat. 30°52'30" N, Long. 87°45'45" W; including the airspace S of Mobile bounded on the W by Long. 88°30'00" W, on the NW by V-22, on the N by the Mobile 25-mile radius area, on the E by a line extending from Lat. 30°21'45" N, Long. 87°47'15" W, to Lat. 30°15'00" N, Long. 87°41'00"W, and on the S by R-2908 and a line extending from Lat. 30°13'30" N, Long. 88°01'30" W, to Lat. 30°09'00" N, Long. 88°30'00" W.

Moline, Ill.

Within a 15-mile radius of the Cordova, ILL., VOR: that airspace bounded on the E by Long. 90°00'00"W on the S by V-10 N alternate, on the SW by V-63 and a line 12 miles SW of and parallel to V-38, on the W by Long. 91°31'00" W, and on the NW by V-8; within 5 miles either side of a direct line extending from the Polo, Ill., VORTAC to the INT of the Quad City, Ill., ILS localizer E course and the 318° radial of the Bradford, Ill., VOR.

Monroe, La.

Within 5 miles either side of the Monroe VORTAC 041° and 221° radials extending from 20 miles NE to 20 miles SW of the VORTAC.

Montague, Calif.
Within 5 miles either side of 179° bearing from the Montague RBN extending from the RBN to 10 miles S

Monterey, Calif.
That airspace bounded on the N by V-230, on the E by V-111, on the S by a line 5 miles S of and parallel to the Salinas, Calif., VORTAC 239° radial, and on the W by V-27, excluding the portion which coincides with R-2511.

Montgomery, Ala.
That airspace bounded on the N by Lat. 32°52'00" N, on the E by Long. 86°00'00" W, on the S by Lat. 31°45'00" N and on the W by Long. 87°30'00" W.

Moses Lake, Wash.
That airspace S of V-2, within a 30-mile radius of Larson AFB, Wash., and within 10 miles either side of a line extending from Lat. 47°06'56" N, Long. 119°16'32" W to the Walla Walla, Wash., RR, excluding the portion within R-6715.

Mountain Home, Idaho
Within 5 miles either side of the Mountain Home VOR 178° and 208° radials extending from the VOR to 61 miles S and SW, and that airspace S, SE and W of Mountain Home bounded by a line beginning at the INT of the SW boundary of V-253 and a line 5 miles S of and parallel to the Twin Falls, Idaho, VOR 269° radial, thence W along this line to its INT with a line 5 miles NW of and parallel to the Mountain Home VOR 208° radial, thence NE along this line to its INT with the arc of a 35-mile radius circle centered on Mountain Home AFB (Lat. 43° 02' 30" N, Long. 115° 51' 50" W), thence clockwise along this arc to its INT with the SW boundary of V-253, thence SE along this boundary of the point of beginning. The portion of this control area extension with R-3202 shall be used only after obtaining prior approval from appropriate authority.

Mt. Clemens, Mich.
That airspace bounded on the N by the arc of a 40-mile radius circle centered at the Selfrdige AFB, Mt. Clemens, Mich., on the E and SE by the United States/Canadian Border, and on the SW by R-20 and the Flint, Mich., control area extension.

Muncie, Ind.
That airspace bounded on the NW by V-14, on the E by V-55 and on the S by V-210.

Muscle Shoals, Ala.
Within 8 miles E and 12 miles W of the Muscle Shoals VOR 002° radial extending from 7 miles N to 39 miles N of the VOR, and within 5 miles either side of the Muscle Shoals VOR 112° and 292° radials extending from the VOR to 20 miles SE and NW.

Muskegon, Mich.
Within a 15-mile radius of the Muskegon County Airport, (Lat. 43° 10' 16" N, Long. 86° 14' 09" W), and that airspace SE of Muskegon bounded on the NE by V-2 S alternate, on the SE by V-193 and on the W by V-55.

Myrtle Beach, S. C.
Within a 25-mile radius of the Myrtle Beach, AFB (Lat. 33° 40' 45" N, Long. 78° 55' 45" W) bounded on the SE by W-177; including the airspace W and N of Myrtle Beach extending from the 25-mile radius area bounded on the N by a line 5 miles N of and parallel to the Florence, S. C., VOR 096° radial, on the SE by V-1, and on the W by V-437, and that airspace lying within the United States NE of Myrtle Beach within 5 miles NW and 12 miles SE of the Myrtle Beach VOR 053° radial extending from the 25-mile radius area to 40 miles NE of the VOR.

Nashville, Tenn.
Within a 50-mile radius of the Nashville RBN, and within 5 miles either side of the Nashville ILS localizer S course extending from the 50-mile radius area to V-7 E, excluding the portion W of a direct line extending from the Graham, Tenn., VOR to the Bowling Green, Ky., VORTAC.

Newberg, Oreg.
Within 5 miles either side of the Newberg, VORTAC 070° radial extending from the VORTAC to its INT, with the Portland, Oreg., VORTAC 096° radial.

Newburgh, N. Y.

That airspace north of Stewart AFB bounded on the N by V-270, on the E by a line from V-270 at Lat. 42°10'00" N, Long. 73°55'00" W, to point of INT with the New York, N. Y., control area extension at Lat. 41°47'10" N, Long. 73°55'00" W, and on the S and W by the New York control area extension.

New Iberia, La.

Within a 35-mile radius of the New Iberia NAAS, (Lat. 30°02'15" N, Long. 91°53'02" W), S of V-20 S alternate.

New Orleans, La.

That airspace NE of New Orleans bounded by a line beginning at the New Orleans VORTAC 357° radial at Lat. 31°00'00" N, thence E along Lat. 31°00'00" N, to Long. 89°00'00" W, thence N along Long. 89°00'00" W, to Lat. 31°15'00" N, thence E along Lat. 31°15'00" N, to Long. 88°00'00" W, thence S along Long. 88°00'00" W, to the arc of a 25-mile radius circle centered on the Brookly AFB (Lat. 30°37'40" N, Long. 88°04'15" W), Mobile, Ala., thence counterclockwise via the Brookly 25-mile radius circle to the N boundary of V-20, thence along V-20 to the arc of a 25-mile radius circle centered on the Keesler AFB RBN (Lat. 30°27'07" N, Long. 88°53'26" W), Biloxi, Miss., thence counterclockwise via the Keesler 25-mile radius circle to a line 12 miles S of and parallel to the New Orleans VORTAC 070° radial, thence W along this line to the New Orleans VORTAC 117° radial, thence N via the New Orleans VORTAC 177° and 357° radials to the point of beginning; including the airspace within the United States SW, S and SW of New Orleans bounded by a line beginning at a point on the S boundary of V-20 at Long. 91°05'00" W, thence E along V-20 to the S boundary of V-22, thence E along V-22 to 3-nmi E of the shoreline at Long. 89°07'00" W, thence clockwise along a line 3-nmi offshore to Long. 90°15'00" W, thence N to Lat. 29°15'00" N, Long. 90°15'00" W, thence W to Lat. 29°15'00" N, Long. 91°05'00" W, thence N to the point of beginning; including the airspace NW of New Orleans within a 35-mile radius of the New Orleans VORTAC extending clockwise from the N boundary of V-20 to the W boundary of V-9, excluding the air space between V-20 and V-20 N, bounded on the SW by the N shoreline of Lake Pontchartrain and on the E by Long. 89°18'30" W.

Newport, Vt.

That airspace over the United States within 5 miles either side of the 032° bearing from the Newport, Vt., RBN extending from the RBN to 10 miles NE.

New York, N. Y.

That airspace within a 163-mile radius of the Idlewild VORTAC extending clockwise from the VORTAC 190° radial to the VORTAC 220° radial, thence within a 125-mile radius of the Idlewild VORTAC extending clockwise from the VORTAC 220° radial to the VORTAC 328° radial, thence within an 80-mile radius of the Idlewild VORTAC extending clockwise from the VORTAC 328° radial to the VORTAC 190° radial. The portions of this control area extension which lie within R-5001, R-5002, R-5003, R-5205, and R-5206 shall be used only after obtaining prior approval from appropriate authority. The portion of this control area extension within R-2801 is excluded. The portions of this control area within control 1147, control 1148 and the Dover control area extension are excluded; the portions within W-105 and W-108 are excluded; the portions within W-106 and W-107 E of V-139 are excluded; the portion within W-106 W of the E boundary of V-139 is excluded below 3,000 feet MSL; the portion within W-107 W of the E boundary of V-139 is excluded below 2,000 feet MSL; the portions bounded on the NE by W-106 and on the SW by W-107 lying seaward of a line between points at Lat. 40°07'20" N, Long. 73°15'00" W, and Lat. 40°00'00" N, Long. 73°36'30" W, and the portions bounded on the NE by W-107 and on the southwest by W-108 lying seaward of a line between Lat. 39°09'00" N, Long. 74°37'00" W, and Lat. 38°45'00" N, Long. 74°31'00" W are excluded.

Niagara Falls, N. Y.

Within 5 miles either side of a direct line extending from the Niagara Falls ILS OM to the Dunkirk, N. Y., RBN, excluding the portion outside the United States.

Nome, Alaska

Within a 30-mile radius of the Nome RR.

Norfolk, Va.

Within a 55-mile radius of Lat. 36°57'44" N, Long. 76°24'44" W, including the airspace extending from the 55-mile radius area bounded on the S by V-266, and on the NW by a line 8 miles W of and parallel to the Hopewell, Va., VORTAC 199° radial, but excluding the portion below 2,000 feet MSL which lies beyond the shoreline, and the portions which coincide with R-4006, R-5309, R-6603, R-6606, R-6609 and W-386. The portion which coincides with R-6610 shall be used only after obtaining prior approval from appropriate authority.

North Bend, Oreg.

Within 5 miles either side of the North Bend VOR 090° and 270° radials extending from 20 miles E to 20 miles W of the VOR.

North Platte, Nebr.

That airspace within a 25-mile radius of the North Platte VORTAC bounded on the S by V-6; including the airspace NE of North Platte within 11 miles NW and 7 miles SE of the North Platte VORTAC 046° radial extending from the 25-mile radius area to 42 miles NE of the VORTAC; that airspace S and SW of North Platte bounded on the E by a line 7 miles E of and parallel to the North Platte VORTAC 179° radial, on the S and SW by V-8, on the NW by V-80, and on the N by V-6, and that airspace S of North Platte bounded on the N by V-8, on the E by a line 7 miles E of and parallel to the North Platte VORTAC 179° radial, on the S by Lat. 40°20'00" N, and on the W by Long. 101°05'00" W.

Oahu, Hawaii

Within a 30-mile radius of the Honolulu RR (Lat. 21°19'33" N, Long. 157°59'15" W) beginning at Lat. 21°15'00" N, Long. 158° 26' 45" W, thence extending clockwise along the 30-mile radius arc to Lat. 21°15'00" N, Long. 157°31'45" W, thence W to Lat. 21°15'00" N, Long. 157°36'30" W, thence along the arc of a 25-mile radius circle centered on the Honolulu RR to Lat. 21°15'00" N, Long. 158°22'00" W, thence W to point of beginning, excluding the portion below 4,000 feet MSL within W-322 D, the portion within W-318 and the portion which coincides with and underlies the Kaneoke, Hawaii transition area. The portion of this control area extension within R-3102, R-3106, and R-3109 shall be used only after obtaining prior approval from appropriate authority.

Ogden, Utah

That airspace NE of Ogden bounded on the N by V-288, on the S by V-6, and on the W by V-257.

Oklahoma City, Okla.

Within a 25-mile radius of Lat. 35°24'08" N, Long. 97°38'36" W; that airspace N of Oklahoma City bounded on the SW by V-17, on the N by V-140, and on the E by V-77; that airspace NE of Oklahoma City bounded on the W by V-77, on the NE by V-74 S alternate and on the S by V-14 N alternate.

Olathe, Kans.

That airspace bounded on the N by the St. Joseph, Mo., VORTAC 258° radial, on the W by the Emporia, Kans., VORTAC 346° radial and the E boundary of the Wichita, Kans., control area extension, on the S by the N boundary of V-132 to the E boundary of A-4, thence N along the E boundary of A-4 to Lat. 38°12'00", thence E along Lat. 38°12'00", to the W boundary of V-205, thence N along the W boundary of V-205 to the Kansas City, Mo., VORTAC, thence N along the W boundary of V-15 to the St. Joseph, Mo., VORTAC.

Omaha, Nebr.

Within a 25-mile radius of the Omaha, RR; that airspace NE of Omaha bounded on the N by V-172, on the E by Long. 95°00'00" W, on the S by V-6, and on the W by the Omaha 25-mile radius area; that airspace S and SW of Omaha bounded on the E by V-15, on the S by Lat. 40°00'00" N, on the W by Long. 98°00'00" W, and on the N by V-6; and that airspace W of Omaha bounded on the S by V-6, on the W by Long. 97°00'00" W, on the N by V-172 and on the E by the Omaha 25-mile radius area.

Orlando, Fla.

Within 5 miles either side of the Orlando VOR 071° radial extending from the VOR to Control 1150, excluding the airspace below 14,000 feet MSL lying between the E boundary of R-2902 and the W boundary of the Control 1150.

Oscoda, Mich.

Within a 30-mile radius of Wurtsmith AFB, Oscoda, Mich.; within 5 miles either side of the Wurtsmith AFB TACAN 234° radial extending from the TACAN to 46 miles SW; and the airspace centered on the 266° radial of the Wurtsmith VOR extending from 5 miles W of the AFB to 32 miles W of the AFB and having a width of 1 mile on the N side and 2.3 miles on the S side of the 266° radial at a point 5 miles W of the AFB and expanding to a width to 4.6 miles at 32 miles W of the AFB. Excluding the portions of this control area extension within R-4207. The portions of this control area extension within R-4204 shall be used only after obtaining prior approval from the appropriate authority.

Oshkosh, Wis.

That airspace bounded on the E by V-217, on the SE by a line extending through Lat. 43°40'00" N, Long. 88°00'00" W, and Lat. 43°30'00" N, Long. 88°10'00" W, on the SW by a line extending from Lat. 43°30'00" N, Long. 88°10'00" W, to Lat. 43°46'30" N, Long. 88°38'00" W, on the W by the arc of a 15-mile radius circle centered on the Oshkosh, VOR and a line 5 miles W of and parallel to the Green Bay, VORTAC 207° radial, and on the N by a 15-mile radius circle centered on the Green Bay VORTAC.

Owensboro, Ky.

That airspace bounded on the N by V-4, on the SW by V-7 and on the SE by a line extending through points at Lat. 38°04'20" N, Long. 86°41'20" W, and Lat. 37°22'00" N, Long. 87°09'40" W.

Oxnard, Calif.
That airspace bounded on the N by V-27, on the E by Long. 119°12'30" N, on the S by W-289, and on the W by Long. 120°00'00" W. The portion of this control area extension that coincides with the W-412 is excluded.

Paducah, Ky.
Within 10 miles SE and 7 miles NW of the 040° and 220° bearings from Barkley Field, Paducah, Ky., (Lat. 37°03'40" N, Long. 88°46'20" W), extending from the 9 miles NE to 20 miles SW of the airport.

Pellston, Mich.
Within a 15-mile radius of Emmet County airport, Pellston, Mich., (Lat. 45°34'40" N, Long. 84°47'40" N), and within 5 miles either side of the Pellston VOR 062° radial extending from the VOR to 15 miles NE of the VOR.

Pensacola, Fla.
Within 8 miles E and 5 miles W of the 345° and 165° bearings from the Pensacola RBN extending from 25 miles N to 12 miles S of the RBN.

Pensacola, Fla.
Within a 25-mile radius of NAAS Saufley Field, Pensacola, Fla.; the airspace SW of Pensacola within the arc of a 38-mile radius circle centered at NAAS Saufley bounded on the W by a line extending through Lat. 30°06'00" N, Long. 87°49'00" W, and Lat. 30°15'00" N, Long. 87°41'00" W, on the E by a line extending through Lat. 29°55'00" N, Long. 87°20'00" W, and Lat. 30°19'00" N, Long. 87°13'00" W and on the NE by the 25-mile radius area, excluding the portion of this control area extenstion within R-2909 and W-155.

Peoria, Ill.
Within a 25-mile radius of the Greater Peoria Airport (Lat. 40°39'45" N, Long. 89°41'35" W).

Peotone, Ill.
That airspace SE of Peotone, bounded on the E by V-7, on the SW by V-491, on the W by V-53, and on the N by V-38.

Peru, Ind.
Within a 25-mile radius of the Bunker Hill AFB, Peru, Ind. (Lat. 40°39'38" N, Long. 86°08'31" W), excluding the portion which coincides with the Lafayette, Ind., and the Fort Wayne, Ind., control area extensions; including the airspace NW of Peru bounded on the S by the Lafayette control area extension, on the W by V-7, on the N by V-38 and on the E by the Fort Wayne control area extension.

Philipsburg, Pa.
Within a 15-mile radius of the Philipsburg VORTAC; the airspace E of Philipsburg bounded on the NW by V-58, on the NE by V-170 and on the S by V-30, and the airspace SE of Philipsburg bounded on the N by V-30, on the SE by V-106 and on the SW by-33.

Phoenix, Ariz.
That airspace NE of Phoenix, bounded on the NE by an arc of a 50-mile radius circle centered on the Phoenix VORTAC extending clockwise from V-95 to a point 8 miles S of the Phoenix VORTAC 066° radial, on the SE and E by a line 8 miles S of and parallel to the Phoenix VORTAC 066° radial extending from the 50-mile radius arc to Long. 111°27'00" W, thence via Long. 111°27'00" W to the Williams, Ariz., control area extension, on the S by the N boundary of the Williams control area extension, and on the W by V-16 and V-95; the airspace SW of Phoenix bounded on the N and E by V-16, on the S by V-94, and on the W by V-461; and the airspace NW of Phoenix bounded on the N by Lat. 34°00'00" N, on the E by V-95, on the S by V-16 and on the W by Long. 112°50'00" W.

Pierre, S. Dak.
Within a 25-mile radius of the Pierre Airport.

Pittsburgh, Pa.
Within a 75-mile radius of the Pittsburgh VORTAC, excluding the portion which coincides with the Youngstown Ohio, control area extension; that airspace NE of Carrolltown, Pa., bounded on the NW by a line 14 miles N of and parallel to the Carrolltown VOR 059° radial, on the NE by V-6, on the SE by V-58, and on the W by the 75-mile radius area; that airspace NE of Grantsville, Md., bounded on the N by V-474, on the SE by V-162, on the SW by V-8, and on the W by the 75-mile radius area; and that airspace E of Grantsville bounded on the NE by V-8, on the S by V-44, on the SW by V-92, and on the NW by V-162.

Plattsburgh, N. Y.

That airspace E of Plattsburgh bounded on the E by V-447 and a line 5 miles W of and parallel to the 032° bearing from the Newport, Vt., RBN, on the S by V-151, on the W by V-91, on the N by the United States/Canadian Border; the airspace S of Plattsburgh bounded on the NE and E by V-91, on the S by Lat. 40°00'00" N, and on the W by V-431, and the airspace W and SW of Plattsburgh bounded on the E and NE by V-91 and V-431, on the S by Lat. 44°00'00" N, on the W and NW by V-203 and V-282, and on the N by the United States/Canadian Border. Excluding the portion of this control area extension which coincides with R-6501.

Ponca City, Okla.

Within a 15-mile radius of the Ponca City Airport (Lat. 36°43'41" N, Long. 97°05'57" W) and within 5 miles either side of the Ponca City VORTAC 284° radial extending from the VORTAC to 25 miles W.

Pontiac, Ill.

Within a 15-mile radius of the Pontiac VOR.

Port Allen, Hawaii

That airspace NE of Port Allen bounded on the S by R-87, on the W by Long. 159°30'00" W, and on the NE by the arc of a 25-mile radius circle centered at Lat. 21°58'07" N, Long. 159°20'27" W.

Portland, Maine

That airspace bounded by a line beginning at Lat. 43°37'00" N, Long. 71°00'00" W, to Lat. 43°45'00" N, Long. 71°09'00" W, to Lat. 44°06'00" N, Long. 70°43'00" W, to Lat. 43°56'00" N, Long. 70°29'00" W, to Lat. 43°52'00" N, Long. 70°29'00" W, thence SE to the continental limits of the United States via a line 5 miles NE of and parallel to the 132° and 312° bearings from the Portland Municipal Airport (Lat. 43°38'50" N, Long. 70°18'28" W), thence S via the continental limits of the United States to the N boundary of the Boston, Mass., control area extension, thence S via the continental limits of the United States to the N boundary of the Boston, Mass., control area extension, thence W along that boundary to Long. 71°00'00" W, to the point of beginning.

Portland, Oreg.

Within a 30-mile radius of the Portland International Airport, (Lat. 45°35'11" N, Long. 122°35'53" W); that airspace extending from the 30-mile radius area bounded on the SE by V-99 and on the NW by a line 10 miles NW of and parallel to the Newberg, Oreg., VORTAC 204° radial, and that airspace extending from the 30-mile radius area bounded on the W by a line extending through Lat. 45°40'00" N, Long. 123°14'00" W, and Lat. 46°15'00" N, Long. 123°23'00" W, on the N by Lat. 46°15'00" N, and on the E by V-99. The portion of this control area extension which coincides with R-5703 shall be used only after obtaining prior approval from appropriate authority.

Poughkeepsie, N. Y.

Within a 15-mile radius of the Poughkeepsie VOR.

Prescott, Ariz.

Within 5 miles either side of the Prescott RR NW course extending from the RR to 25 miles NW; the airspace NE of the Drake, Ariz., VOR bounded on the N and NE by a line extending from V-257 along Lat. 35°04'30" N, to Long. 112°11'00" W, thence through Lat. 35°01'30" N, Long. 112°06'00" W to V-12, on the S by V-12 and on the W by V-257, and the airspace E of Prescott bounded on the N by V-12 S, on the E by Long. 112°10'30" W and on the SW by V-105 E.

Promontory Point, Utah

That airspace S of Promontory Point bounded on the N by V-6, on the E by V-21, on the S by V-32, and on the W by a line extending from Lat. 40°51'30" N, Long. 112°56'30" W, to Lat. 41°00'00" N, Long. 112°56'30" W, to Lat. 41°00'00" N, Long. 112°45'00" W, to Lat. 41°10'40" N, Long. 112°45'00" W, to Lat. 41°12'00" N, Long. 112°52'00" W, thence N via Long. 112°52'00" W, to V-6; that airspace N of Promontory Point bounded on the N by V-288, on the E by V-257 and on the S by V-6.

Provo, Utah

That airspace S of Provo bounded on the N by V-200, on the SE by a line extending from V-200 through Lat. 40°04'00" N, Long. 111°29'00" W, and Lat. 40°00'00" N, Long. 111°45'00" W, to V-21, and on the NW by V-21.

Pueblo, Colo.

Within a 21-mile radius of the Pueblo VORTAC, excluding the portion N of a line 10 miles N of and parallel to the Pueblo VORTAC 275° and 093° radials and within a 34-mile radius of the Pueblo VORTAC extending clockwise from the 229° radial to the 360° radial of the Pueblo VORTAC, excluding the portion N of a line 10 miles N of and parallel to the Pueblo VORTAC 275° radial.

Quincy, Ill.
That airspace within a 25-mile radius of the Quincy RBN, including that airspace N of Quincy bounded on the E by V-63, on the SW by V-52 and on the NW by V-10.

Quonset Point, R. I.
That airspace bounded on the W by V-139, on the N by the Providence, R. I., VOR 102° radial, on the E by the Boston, Mass., control area extension and on the S by the Idlewild, N. Y., control area extension. The portions of this control area extension within R-4104 and R-4105 shall be used only after obtaining prior approval from the appropriate authority.

Raleigh, N. C.
Within a 60-mile radius of Lat. 35°30'30" N, Long. 78°32'52" W; and within a 35-mile radius of Grannis Airport, Fayetteville, N. C. (Lat. 34°59'22" N, Long. 78°52'52" W), excluding the portion within R-5311. The portion of this control area extension which coincides with R-5312 shall be used only after obtaining prior approval from the appropriate authority.

Rantoul, Ill.
Within a 25-mile radius of Chanute AFB, Rantoul, Ill., (Lat. 40°17'40" N, Long. 88°08'20" W), including the airspace S of Rantoul within a 20-mile radius of the Champaign, Ill., VORTAC.

Rapid City, S. Dak.
Within a 55-nmi radius of Ellsworth AFB, Rapid City, S. Dak. (Lat. 44°08'40" N, Long. 103°06'10" W); the airspace SW of Rapid City within 12 miles SE and 8 miles NW of the Rapid City VORTAC 251° radial extending from the 55-nmi radius area to 73 miles SW of the VORTAC; the airspace S of Rapid City within 10 miles E and 7 miles W of the Smithwick, S. Dak., VOR 182° radial extending from the 55-nmi radius area to 20 miles S of the Smithwick VOR; and the airspace E of Rapid City within 10 miles SE and 7 miles NW of the Philip, S. Dak., VOR 072° and 252° radials extending from 20 miles NE to 9 miles SW of the Philip VOR. The portion of this control area extension which coincides with R-6102 shall be used only after obtaining prior approval from appropriate authority.

Red Bluff, Calif.
Within a 25-mile radius of the Red Bluff VORTAC; within 12 miles SW and 12 miles NE of the Red Bluff VORTAC 291° radial extending from the 25-mile radius area to 50 miles NE of the VORTAC, and within 12 miles SW and 12 miles NE of the Red Bluff VORTAC 342° radial extending from the 25-mile radius area to 70 miles NW of the VORTAC.

Redmond, Oreg.
Within 5 miles either side of the Redmond RR NW and SE courses extending from 17 miles NW to 15 miles SE of the RR, and within 5 miles either side of the Redmond VOR 090° and 270° radials extending from 17 miles W to 8 miles E of the VOR.

Reno, Nev.
That airspace bounded on the N by Lat. 40°00'00" N, on the E and S by a line extending from Lat. 40°00'00" N, Long. 118°57'00" W, to Lat. 39°06'00" N, Long. 119°10'00" W, thence SW to Lat. 38°56'00" N, Long. 119°49'00" W, thence NW to Lat. 39°05'00" N, Long. 120°00'00" W, and on the W by Long. 120°00'00" W.

Richmond, Ind.
That airspace bounded on the N by V-50, on the E by V-275, and on the SW by V-97.

Richmond, Va.
Within a 25-mile radius of the Richmond RR; within a 76-mile radius of the Richmond VOR extending from the 25-mile radius area bounded on the E by the Richmond VOR 200° radial, and on the NW by V-20, excluding the portion within a 55-mile radius of Lat. 36°57'44" N, Long. 76°24'44" W, and excluding the portion within R-6602.

iverside, Calif.
That airspace S of March AFB, Riverside, Calif., bounded on the E by V-117, on the S and SE by V-208, on the W by V-23, on the NW by V-8 and on the N by V-16.

oanoke, Va.
That airspace bounded on the NE by V-258, on the SE by V-222, on the SW by V-45, and on the NW by V-16

Rochester, Minn.

Within a 15-mile radius of the Rochester Municipal Airport (Lat. 43°54'33" N, Long. 92°29'42" W); within 5 miles either side of the Rochester VOR 209° radial extending from the 15-mile radius area to 15 miles SW of the VOR; the airspace N and E of Rochester bounded on the W by V-82, on the NW by the arc of a 30-mile radius circle centered on the Minneapolis-St. Paul International Airport (Lat. 44°53'05" W, Long. 93°13'15" W), on the NE by V-2, and on the S by V-82.

Rochester, N. Y.

Within a 20-mile radius of the Monroe County Airport, Rochester, N. Y. (Lat. 43°07'23" N, Long. 77° 39'35" W), excluding the portions within R-5203.

Rockford, Ill.

That airspace bounded on the NE and SE by V-177, on the S by V-172, and on the SW and NW by V-63.

Rock Springs, Wyo.

Within 5 miles either side of the Rock Springs RR N and S courses, extending from 25 miles S to 25 miles N of the RR, and that airspace within 12 miles S and 7 miles N of the Rock Springs VORTAC 079° and 259° radials extending from 9 miles E to 20 miles W of the VORTAC.

Rocky Mount, N. C.

Within 5 miles either side of the Rocky Mount VOR 083° radial extending from the VOR to 15 miles E.

Rome, N. Y.

Within a 40-mile radius of the Griffiss AFB, Rome, N. Y. (Lat. 43°14'00" N, Long. 75°24'10" W), the airspace S of Utica, N. Y., extending from the 40-mile radius area bounded on the NE by V-2, on the E by Long. 74°24'00" W, on the S by a line 12 miles S of and parallel to the Rockdale, N. Y., VOR 075° radial, and on the SW by a line 5 miles N of and parallel to the De Lancey, N. Y., VOR 289° radial, and on the W by a line 5 miles E of and parallel to the Syracuse VORTAC 151° radial, and the airspace E of Utica extending from the 40-mile radius area bounded on the N by a line 8 miles N of and parallel to the Utica VOR 091° radial, and on the E and S by V-496, excluding the portion which coincides with the Syracuse, N. Y., control area extension. The portion of this control area extension which coincides with R-5204 shall be used only after obtaining prior approval from appropriate authority.

Rosewood, Ohio

That airspace W of Rosewood bounded on the NE by V-277, on the SE by V-275, on the S by V-210, and on the W by V-55E.

Roswell, N. Mex.

Within a 45-mile radius of Walker AFB, Roswell, N. Mex., including the airspace within 5 miles either side of the Carlsbad, N. Mex., VOR 330° radial extending from the Carlsbad VOR to its INT with the Roswell 45-mile radius area.

Rutland, Vt.

That airspace N of Rutland, Vt., bounded on the NW by V-91, on the NE by V-141 and on the S by the Lebanon, N. H., VOR 272° radial, and the airspace S of Rutland, bounded on the N by the Lebanon VOR 272° radial, on the E by a line 24 miles E of and parallel to the Cambridge, N. Y., VOR 002° radial, on the S by a line 5 miles N of and parallel to the Glens Falls, N. Y., VORTAC 090° radial and on the W by V-91.

Sacramento, Calif.

That airspace bounded on the W by the arc of a 20-mile radius circle centered on the Ukiah, Calif., VORTAC, V-27 and V-137, on the S by V-6, on the E by the arc of a 50-mile radius circle centered on the Mather AFB, Sacramento, Calif. (Lat. 38°33'10" N, Long. 121°18'05" W), extending clockwise from V-200 to V-23 SE of Sacramento, and on the N by V-200; and that airspace NE of Sacramento bounded on the E by Long. 120°10'00" W, on the S by V-200, on the W by Long. 121°20'00" W, and on the N by Lat. 39°30'00" N, excluding the portion which coincides with R-2522.

Saginaw, Mich.

Within a 15-mile radius of the Tri-City Airport, Saginaw, Mich. (Lat. 43°31'54" N, Long. 84°04'54" W) and within 12 miles SW and 8 miles NE of the Saginaw VOR 317° radial extending from the 15-mile radius area to 43 miles NW of the VOR.

Salem, Oreg.

Within 5 miles either side of the 150° bearing from the Salem-MaNary Airport extending from the airport to 25 miles SE.

Salt Lake City, Utah

That airspace NE, SE, and SW of Salt Lake City bounded by the following VOR Federal airways; beginning at the Salt Lake City VORTAC and extending N along V-21 to the Ogden, Utah, VOR, E along V-6 to the Fort Bridger, Wyo., VOR, SW along V-235 to the INT of V-484, SE along V-484 to Myton, Utah, VOR, W along V 200 to the Provo, Utah. VOR NW along a line parallel to and 5 miles NE of the Provo VOR 315° radial to V-32, thence E along V-32 to the point of beginning.

San Angelo, Tex.

Within a 35-mile radius of the San Angelo VOR; the airspace NW of San Angelo bounded on the NE by V-76, on the SW by V-68 and on the NW by the arc of a 35-mile radius circle centered on the Big Spring, Tex., VOR, the airspace SE of San Angelo within 11 miles SW and 7 miles NE of the San Angelo VOR 112° radial extending from the VOR to 47 miles SE. The portion of this control area extension which coincides with R-6309 shall be used only after obtaining prior approval from the appropriate authority.

San Antonio, Tex.

Within a 60-mile radius of the San Antonio RBN; the airspace E of San Antonio bounded on the N by the Austin, Tex., control area extension, on the NE by V-180 and on the S by V-198.

San Bernardino, Calif.

That airspace NE of San Bernardino bounded on the S by V-16, on the NW by V-8, on the E by Long. 116°35'00" W, extending from the S boundary of V-8 to the Ontario, Calif., VOR 060° radial, thence SW via the Ontario VOR 060° radial to V-137, thence SE via V-137 to V-16.

San Diego, Calif.

Within a 21-mile radius of the San Diego VOR extending counterclockwise from the San Diego VOR 251° radial to the boundary of the Miramar, Calif., control area extension; within 5 miles either side of the San Diego VOR 251° radial extending from the VOR to 28 miles SW, and within 5 miles either side of the Lindbergh Field, San Diego, Calif., VOR 287° radial extending from the VOR to 28 miles NW, excluding the portions under the jurisdiction of Mexico and which coincides with W-536.

Sanford, Fla.

That airspace bounded on the N by Lat. 29°00'00" N, on the E by Long. 81°15'00" W, on the S by Lat. 28°30'00" N, on the W by Long. 82°00'00" W.

San Francisco, Calif.

That airspace bounded by a line beginning at Lat. 38°15'00" N, Long. 122°37'00" W, to Lat. 37°43'34" N, Long. 122°13'21" W, to Lat. 37°27'20" N, Long. 121°50'30" W, to Lat. 37°00'55" N. Long. 122°17'15" W thence N along 3-nmi off-shore to Lat. 37°12'20" N, Long. 122°28'00" W, to Lat. 37°14'00" N, Long. 122°24'55" W, to Lat. 38°08'30" N, Long. 122°54'00" W, thence to the point of beginning.

San Jose, Calif.

That airspace bounded on the NE by V-107, on the SE by V-111, on the S by V-230, on the SW by V-27 and on the NW by the San Francisco, Calif., control area extension.

San Juan, P. R.

Within a 100-nmi radius of the Isla Grande Airport, San Juan, P. R. (Lat. 18°27'30" N, Long. 66°06'00" W). The portions of this control area extension within the geographic limits of, and between the designated altitudes of, all restricted areas are excluded and the portions within the geographic limits of, and between the established altitudes of, all warning areas are excluded.

Santa Barbara, Calif.

Within 5 miles either side of the 270° bearing from the Santa Barbara Municipal Airport, extending from the airport to 28 miles W.

Sault Ste. Marie, Mich.

That airspace over United States territory within a 34-mile radius of Kincheloe AFB, Sault Ste. Marie, Mich. The portion of this control area extension within R-4205 shall be used only after obtaining prior approval from the appropriate authority.

Savannah, Ga.

That airspace N of Lat. 31°35'00" N, within a 40-mile radius of Hunter AFB, Savannah, Ga. (Lat. 32°00'35" N, Long. 81°08'45" W). The portion of this control area extension which coincides with R-3006 shall be used only after obtaining prior approval from appropriate authority. The portions of this control area extension which coincide with R-3005, W-132, W-157, and W-160 are excluded.

Seattle, Wash. (A)
Within a 30-mile radius of the Seattle-Tacoma International Airport (Lat. 47°26'50" N, Long. 122°18'30" W), including the airspace NW of Seattle bounded on the N and NE by V-4, on the W by Long. 123°15'00" W, and on the S by V-27. The portion of this control area extension within R-6703 and R-6704 shall be used only after obtaining prior approval from appropriate authority.

Seattle, Wash. (B)
That airspace NE of Seattle bounded on the S by V-2N, on the E by Long. 121°35'00" W, on the N by Lat. 48°55'00" N, and on the W by V-23.

Sedalia, Mo.
That airspace bounded on the N by V-4 and V-210, on the E by V-63, on the W by V-205, and on the NW by the Kansas City control area extension.

Shemya, Alaska
Within a 50-mile radius of the Shemya Airport (Lat. 52°43'10" N, Long. 174°06'05" W), excluding the portion which coincides with R-2204.

Sheridan, Wyo.
That airspace NE of a line 8 miles SW of and parallel to the Sheridan VORTAC 316° and 136° radials within a 27-mile radius of the Sheridan Municipal Airport (Lat. 44°46'30" N, Long. 106°58'40" W).

Sherman, Tex.
Within a 70-mile radius of Perrin AFB, Sherman, Tex., (Lat. 33°42'48" N, Long. 96°40'29" W), bounded on the S by V-16, and on the W and NW by V-15; the airspace within a 15-mile radius of Cox Field, Paris, Tex., and the airspace NE of Sulphur Springs, Tex., bounded on the N by V-278, on the SE by V-16 N, and on the W by the Perrin 70-mile radius area; including the airspace NE of Sherman bounded on the E by a line 5 miles E of and parallel to a straight line from the Sulphur Springs VOR to the McAlester, Okla., VORTAC, and on the NW by the Tulsa, Okla., control area extension.

Shreveport, La.
That airspace bounded by a line beginning on the S boundary of V-278 at Lat. 33°26'20" N, Long. 93°29'30" W, thence SE to the S boundary of V-18 at Lat. 32°27'50" N, Long. 92°33'00" W, thence E along V-18 to the INT of a line 5 miles SE of and parallel to the Monroe, La., VORTAC 237° radial, thence SW via this line to its INT with V-114, thence NW along V-114 to its INT with V-289, thence N along V-289 to its INT with V-278, thence E along V-278 to the point of beginning.

Sinclair, Wyo.
Within 5 miles either side of the Sinclair RR N course extending from the RR to 25 miles N, and the airspace SE of Rawlins, Wyo., bounded on the N by V-6, on the E by the arc of a 10-mile radius circle centered on the Sinclair RR, and on the SW by V-4.

Sioux City, Iowa
Within a 25-mile radius of the Sioux City VOR and the airspace SE of Sioux City extending from the 25-mile radius area bounded on the N by V-100, on the E by Long. 95°30'00" W, on the S by Lat. 41°50'00" N, and on the W by V-15.

Sioux Falls, S. Dak.
That airspace SE of Sioux Falls within a 15-mile radius of the Sioux Falls VORTAC, extending clockwise from the S boundary of V-148 to the E boundary of V-15; that airspace within a 45-mile radius of the Sioux Falls VORTAC extending clockwise from the W boundary of V-15 S of Sioux Falls to the S boundary of V-120 W of Sioux Falls; that airspace within a 36 mile radius of the Sioux Falls VORTAC extending from the N boundary of V-120 W of Sioux Falls clockwise to the N boundary of V-148 NE of Sioux Falls; within 11 miles S and 7 miles N of the Sioux Falls VORTAC 267° radial extending from the Sioux Falls 45-mile radius area to 52 miles W of the Vortac; and within 12 miles SW and 8 miles NE of the Sioux Falls VORTAC 288° radial extending from the INT of the Sioux Falls VORTAC 288° and the Huron, S. Dak., VOR 140° radials to 22 miles W of the INT.

Sitka, Alaska
Within 5 miles either side of the Sitka RR SW course extending from the RR to 25 miles SW and within 5 miles either side of the Sitka VORTAC 027° radial extending from the VORTAC to 20 miles NE.

Spokane, Wash.
Within a 45-nmi radius of the Fairchild AFB, Spokane, Wash. (Lat. 47°36'55" N, Long. 117°39'20" W).

Springfield, Ill.

Within a 15-mile radius of the Springfield VOR extending clockwise from the centerline of V-233 N of Springfield to the centerline of V-50 W of Springfield, and within a 25-mile radius of the Springfield VOR extending clockwise from the centerline of V-50 W of Springfield to the centerline of V-233 N of Springfield.

Springfield, Mo.

Within a 25-mile radius of the Springfield RR; within 8 miles SE and 12 miles NW of the Springfield VORTAC 058° radial extending from the 25 mile radius area to 42 miles NE of the VORTAC; that airspace bounded on the NE by the Springfield VORTAC 119° radial, on the SE by a line 10 miles SE of and parallel to V-72, on the SW by the Springfield VORTAC 162° radial and on the NW by the Springfield 25-mile radius area, and within 12 miles SE and 8 miles NW of the Springfield VORTAC 210° radial extending from the 25-mile radius area to 46 miles SW of the VORTAC.

Springfield, Vt.

Within 8 miles E and 5 miles W of the 185° bearing from the Springfield RBN extending from the RBN to 17 miles S.

Staunton, Va.

That airspace bounded on the W, NW and NE by a line extending from the N boundary of V-290 along Long. 79° 25'00" W, to Lat. 38°06'30" N, thence to Lat. 38°06'30" N, Long. 79°13'45" W, to Lat. 38°25'00" N, Long. 79° 00'45" W, to Lat. 38°15'15" N, Long. 78°39'45" W, bounded on the SE by V-140, and on the S by V-290.

St. Joseph, Mo.

Within a 25-mile radius of Rosecrans Memorial Airport, St. Joseph, Mo. (Lat. 39°46'23" N, Long. 94°54' 31" W) bounded on the NE by V-15 and on the SE by V-77.

St. Louis, Mo.

Within a 25-mile radius of Lambert Field, St. Louis, Mo., (Lat. 38°44'50" N, Long. 90°21'52" W), excluding the portion within the Belleville, Ill., control area extension.

Stockton, Calif.

That airspace N of Stockton bounded on the NE by V-23, on the S by V-244 and on the NW by V-6 S.

Sumter, S. C.

That airspace N of Shaw AFB, Sumter, S. C., bounded on the W by V-37, on the N by the Greenville, S. C., control area extension, on the NE by a line extending through Lat. 34°48'10" N, Long. 80°10'30" W, and Lat. 34°31'00" N, Long. 79°42'30" W, on the E by V-3 and on the S by V-56, excluding the portion of this control area extension within R-6001.

Syracuse, N. Y.

That airspace bounded by a line beginning at Lat. 43°17'00" N, Long. 76°27'00" W, clockwise along the arc of a 15-mile radius circle centered on the Syracuse VORTAC to Lat. 43°00'10" N, Long. 76°00'00" W, to Lat. 42° 29'00" N, Long. 76°00'00" W, to Lat. 42°29'00" N, Long. 76°25'00" W, to Lat. 42°36'10" N, Long. 76°25'00" W, thence clockwise along the arc of a 40-mile radius circle centered on the Syracuse VORTAC to Lat. 43°17' 00" N, Long. 76°58'45" W, to point of beginning.

Tacoma, Wash.

That airspace within a 40-nmi radius of McChord AFB, Tacoma, Wash (Lat. 47°08'20" N, Long. 122°28'05" W), the portion of this control area extension within R-6703 and R-6704 shall be used only after obtaining prior approval from appropriate authority.

Tallahassee, Fla.

That airspace bounded on the N by V-22 N, on the E by V-159 W, and on the S and SW by V-7 W; and that airspace N of Tallahassee within 12 miles W and 8 miles E of the Tallahassee VORTAC 354° radial, extending from the S boundary of V-22 N to 40 miles N of the VORTAC.

Terre Haute, Ind.

Within a 15-mile radius of the Terre Haute VOR; within 7 miles N and 11 miles S of the Terre Haute VOR 256° radial extending from the 15-mile radius area to 34 miles W of the VOR; and within 8 miles E and 12 miles W of the Lewis, Ind., VOR 347° radial, extending from the 15-mile radius area and a line 7 miles N of and parallel to the Terre Haute VOR 256° radial to the arc of a 25-mile radius circle centered on the Chanute AFB, Rantoul, Ill. (Lat. 40°17'40" N, Long. 88°08'20" W), and the arc of a 15-mile radius circle centered on the Danville, Ill., VOR.

Texarkana, Ark.

Within 5 miles either side of the Texarkana VORTAC 309° radial, extending from the VORTAC to 15 miles NW.

Toledo, Ohio

That airspace bounded by a line beginning at Lat. 41°21'45" N, Long. 84°25'45" W, thence NE to Lat. 41°51'30" N, Long. 83°37'15" W, thence SE to Lat. 41°45'30" N, Long. 83°19'45" W, thence SE to Lat. 41°39'30" N, Long. 83°15'15" W, thence S to Lat. 41°30'00" N, Long. 83°15'15" W, thence W to Lat. 41°31'40" N, Long. 83°42'35" W, thence S to Lat. 41°16'30" N, Long. 83°46'40" W, thence W to point of beginning.

Toledo, Wash.

Within 5 miles either side of the Toledo RR E course, extending from the RR to 20 miles E and within 5 miles either side of the Toledo RR W course extending from the RR to 25 miles W.

Truth or Consequences, N. Mex.

Within 10 miles E and 7 miles W of the Truth or Consequences VOR 013° and 193° radials, extending from 20 miles N to 9 miles S of the VOR and within 10 miles NE and 7 miles SW of the Truth or Consequences VOR 143° radial, extending from the VOR to 23 miles SE.

Tucson, Ariz. (A)

That airspace S of Tucson bounded on the N by V-105, on the NE by V-66, and on the S and W by V-202; the airspace SW of Tucson within a 30-mile radius of the Tucson RBN extending clockwise from V-202 to V-105; the airspace W of Tucson within a 36-mile radius of the Tucson RBN extending clockwise from the 256° bearing from the Tucson RBN to V-105; and the airspace NW of Tucson bounded on the NE by V-66 and on the S and W by V-105. The portion of this control area extension within R 2306 shall be used only after obtaining prior approval from appropriate authority.

Tucson, Ariz. (B)

That airspace NE of Tucson bounded on the N by V-94, on the SE by V-202 and on the S and SW by V-16.

Tucumcari, N. Mex.

Within 11 miles N and 8 miles S of the Tucumcari VOR 267° and 087° radials, extending from 7 miles E to 24 miles W of the VOR.

Tulsa, Okla.

Within a 25-mile radius of Lat. 36°12'55" N, Long. 95°51'31" W; that airspace SW of Tulsa bounded on the NW by V-14, on the SE by V-15 and on the SW by V-163; that airspace S of Tulsa bounded on the W and NW by V-15, on the E and SE by a line 5 miles E of and parallel to the McAlester, Okla., VORTAC 008° radial extending from the S boundary of V-74 to the McAlester VORTAC, on E and SE by a line 5 miles E of and parallel to a direct line extending between the McAlester VORTAC and the Dallas, Tex., VORTAC, and on the S by the Sherman, Tex., Perrin AFB control area extension.

Tuscaloosa, Ala.

Within 5 miles either side of the Tuscaloosa VORTAC 060° radial, extending from the VORTAC to 20 miles NE.

Tyler, Tex.

Within a 25-mile radius of the Tyler RBN; the airspace N of Tyler bounded on the N by V-16, on the SE and E by V-289, on the S by a line 13 miles S of and parallel to the centerline of V-94 and on the W by the Dallas, Tex., control area extension; and within 10 miles NE and 7 miles SW of the Tyler ILS localizer SE course extending from the Tyler 25-mile radius area to 34 miles SE of the localizer.

Ukiah, Calif.

Within a 20-mile radius of the Ukiah VORTAC; and the airspace NE of Ukiah bounded on the E by V-25, on the S by V-200, and on the W and N by V-199.

Valdosta, Ga.

That airspace bounded on the N by Lat. 32°00'00" N, on the E by V-5, on the S by V-22, and on the W by V-35.

Valparaiso, Fla.

That airspace bounded by a line beginning at Lat. 30°43'00" N, Long. 86°38'02" W, extending to Lat. 30°29'01" N, Long. 86°38'02" W, thence to Lat. 30°29'01" N, Long. 86°42'55" W, thence to Lat. 30°26'40" N, Long. 86°45'38" W, thence to Lat. 30°20'30" N, Long. 86°45'38" W, thence to Lat. 30°20'59" N, Long. 86°38'49" W, thence to Lat. 30°09'41" N, Long. 86°41'37" W, thence to Lat. 30°06'56" N, Long. 86°26'57" W, thence to Lat. 30°25'00" N, Long. 86°22'26" W, thence to Lat. 30°25'00" N, Long. 86°25'00" W, thence to Lat. 30°33'00" N, Long. 86°25'00" W, thence to Lat. 30°33'00" N, Long. 86°25'30" W, thence to Lat. 30°37'00" N, Long. 86°25'30" W, thence to Lat. 30°37'00" N, Long. 86°27'37" W, thence to Lat. 30°43'10" N, Long. 86°27'37" W, thence to point of beginning.

Victoria, Tex.

Within a 25-mile radius of Lat. 28°51'00" N, Long. 96°55'00" W.

Waco, Tex.

That airspace W of Waco bounded on the W by V-163, on the NE by V-17 W, on the E by V-17, and on the S by V-76, excluding the portion of this control area extension within R-6302.

Walnut Ridge, Ark.

Within 10 miles SE and 7 miles NW of the Walnut Ridge VOR 064° and 244° radials extending from 9 miles NE to 20 miles SW of the VOR.

Wake Island.

That airspace extending upward from 700 feet above the surface within a 100-nmi radius of the Wake Island RBN (Lat. 19°18'00" N, Long. 166°39'00" W).

Washington, D. C.

Within an 85-mile radius of the Washington VOR, extending clockwise from the Washington VOR 165° to the 245° radials; within an 88-mile radius extending clockwise from the Washington VOR 245° to the 250° radial; within an 85-mile radius extending clockwise from the Washington VOR 250° to the 310° radial; within an 80-mile radius extending clockwise from the Washington VOR 310° to the 355° radial; within a 70-mile radius extending clockwise from the Washington VOR 355° to the 165° radial; within 10 miles SE and 7 miles NW of the Casanova, Va., VORTAC 233° radial extending from the 85-mile radius area to 9 miles SW of the INT of the Gordonsville, Va., VORTAC 329° and the Casanova VORTAC 233° radials; and within 10 miles NW and 7 miles SE of the Kenton, Del., VORTAC 217° radial extending from the 70-mile radius area to 9 miles NE of the INT of the Kenton VORTAC 217° and the Salisbury, Md., VOR 340° radials; excluding the portions within the Wilmington, Del., control area extension, the Washington Prohibited Area (P-56), the Norfolk, Va., control area extension, and the Richmond, Va., control area extension and excluding the portions within R-4002, R-4005, R-4006, R-4007 and R-6607. The portions within R-6601, R-6608, R-6611, R-6612, R-6613, R-4001 and R-4003 shall be used only after obtaining prior approval from the appropriate authority.

Waterloo, Iowa

Within a 37-mile radius of the Waterloo VORTAC, excluding the portion N of a line 12 miles N of and parallel to the Waterloo VORTAC 099° radial and E of a line 12 miles E of and parallel to the Waterloo VORTAC 353° radial; and the airspace SE of Waterloo within 12 miles SW and 8 miles NE of the Waterloo VORTAC 146° radial extending from the Waterloo 37-mile radius area to the Cedar Rapids, Iowa, VORTAC.

Watertown, N. Y.

Within 12 miles W and 8 miles E of the Watertown VOR 007° and 187° radials extending from 9 miles N of the VOR to the arc of a 40-mile radius circle centered at Griffiss AFB, Rome, N. Y. (Lat. 43°14'00" N, Long. 75°24'10" W), and the arc of a 15-mile radius circle centered at the Syracuse, N. Y., VORTAC; and airspace within 5 miles either side of the Watertown VOR 155° radial extending from the VOR to the 40-mile radius circle centered at Griffiss AFB.

Watertown, S. Dak.

Within a 15-mile radius of the Watertown VORTAC; the airspace S of Watertown bounded on the E by Long. 96°51'00" W, on the S by V-26 and on the W by V-78 S; the airspace NW of Watertown within 10 miles S and 7 miles N of the Watertown VORTAC 297° radial, extending from the VORTAC to 37 miles NW, and the airspace N of Watertown within 11 miles W and 7 miles E of the Watertown VORTAC 006° radial, extending from the VORTAC to 48 miles N.

Wausau, Wis.

That airspace SE and SW of Wausau bounded on the E by a 41-mile radius circle centered on the Stevens Point, Wis., VOR, on the S by a line 7 miles S of and parallel to V-55, on the W by a 40-mile radius circle centered on the Wausau VOR, and on the N by Lat. 45°04'00" N.

Westhampton Beach, N. Y.

That airspace NE and N of the Hampton, N. Y., VOR bounded on the W by the New York, N. Y., control area extension, on the NW by V-16, on the N by V-130, and on the E and SE by V-139.

Wichita Falls, Tex.

That airspace bounded on the NW by V-102 S alternate, on the E by V-77, and on the S by V-278.

Wichita, Kans.

That airspace bounded on the N by a line 10 miles N of and parallel to the Emporia, Kans., VORTAC 259° and 079° radials, on the E by a line 10 miles E of and parallel to the Emporia VORTAC 209° and 029° radials to and along the S boundary of V-132 to Long. 96°05'00" W, thence direct to Lat. 37°22'00" N, Long. 96°11'00" W, thence direct to Lat. 37°08'00" N, Long. 96°11'00" W; on the S by a line 10 miles S of and parallel to the Anthony, Kans., VOR 085° and 265° radials, and on the W by a line 10 miles W of and parallel to the Hutchinson, Kans., VORTAC 195° and 015° radials; that airspace within 5 miles either side of a direct line extending from the Wichita VOR to the Tulsa, Okla., VORTAC.

Williams, Ariz.

That airspace bounded on the N by Lat. 33°22'00" N, on the NE and SE by a line from Lat. 33°22'00" N, Long. 111°13'00" W, to Lat. 32°56'00" N, Long. 110°31'00" W, thence through Lat. 32°42'00" N, Long. 110° 42'00" W, to the N boundary of V-94, on the S by V-94 and on the W by V-16.

Wilmington, Del.

That airspace S and SW of Wilmington within a 30-mile radius of the New Castle, Del., VOR, extending clockwise from the 151° to the 266° radials, excluding the portion which coincides with R-4001 and the New York, N. Y., control area extension and the airspace W of Wilmington bounded on the E by the New York control area extension, on the S by V-123, on the W by V-123 and V-93, and on the N by V-3.

Wilmington, N. C.

Within 5 miles either side of the 337° bearing from the Wilmington RBN to 10 miles NW and within 5 miles either side of 159° bearing from the Wilmington ILS MM to 15 miles SE of the MM.

Wilmington, Ohio

That airspace bounded on the NW by V-5, on the N and E by the Columbus, Ohio, control area extension, on the S by V-128, and on the W by the Cincinnati, Ohio, control area extension.

Wink, Tex.

That airspace bounded on the S by a line extending from Lat. 31°27'00" N, Long. 103°02'00" W, to Lat. 31° 27'00" N, Long. 103°30'00" W, on the SW by a line extending from Lat. 31°27'00" N, Long. 103°30'00" W, to Lat. 31°41'30" N, Long. 103°30'00" W, thence clockwise along the arc of a 20-mile radius circle centered on the Wink VOR to the S boundary of V-16 S alternate E of Wink, and on the SE by the S boundary of V-16 S and the E boundary of V-79; and the airspace NE of Wink bounded on the N by a line 5 miles N of and parallel to the Midland, Texas, VOR 283° radial, on the E by a line extending from Lat. 32°07'00" N, Long. 102°48'40" W, to Lat. 32°13'10" N, Long. 102°54'30" W, on the SE by V-16, on the SW by the Wink 20-mile radius area, and on the NW by V-79.

Winslow, Ariz.

Within 5 miles either side of the 174° and 354° bearings from the Winslow RBN, extending from 25 miles N to 25 miles S of the RBN; within 5 miles either side of the Winslow VORTAC 134° and 314° radials, extending from 25 miles NW to 25 miles SE of the VORTAC; and the airspace NE of Winslow within a 20-mile radius of the Winslow VORTAC, extending clockwise from V-95 to V-12.

Whidbey, Island, Wash.

That airspace bounded on the N by lines connecting points at Lat. 48°42'48" N, Long. 123°11'57" W, and Lat. 48°51'45" N, Long. 122°40'00" W, on the E by V-23, on the S by the Seattle, Wash., control area extension, on the SW by V-4, and on the W by lines connecting points at Lat. 48°10'00" N, Long. 123°01'00" W, Lat. 48°38'30" N, Long. 123°13'00" W, Lat. 48°42'48" N, Long. 123°11'57" W, excluding the portion within Canada. The portion of this control area extension within R-6701, R-6708, and R-6713 shall be used only after obtaining prior approval from the appropriate authority.

White Sulphur Springs, W. Va.

That airspace bounded on the E by Long. 79°54'00" W, on the SE by V-140, on the SW by V-260, on the W by Long. 80°40'00" W, and on the N by Lat. 38°15'00" N.

Windsor Locks, Conn.
Within a 30-mile radius of the Bradley, Conn., Airport (Lat. 41°56'25" N, Long. 72°41'10" W), excluding the portion which coincides with the New York, N. Y., control area extension and excluding the area NE of a line extending from Lat. 42°21'00" N, Long. 72°53'00" W, to Lat. 42°08'20" N, Long. 72°37'00" W, to Lat. 42°03' 45" N, Long. 72°09'00" W, to Lat. 42°04'30" N, Long. 72°01'00" W, and that airspace SW of Chester, Mass., bounded on the N by V-270, on the NE by V-130, on the SE by V-93, and on the W by V-487.

Yakataga, Alaska
Within 10 miles SE and 7 miles NW of the 242° bearing from the Yakataga RR, extending from the RR to 45 miles SW and within 5 miles either side of the RR 152° bearing from the Yakataga RR, extending from the RR to the NE boundary of A-1.

Youngstown, Ohio
Within a 35-mile radius of the Youngstown VOR.

Ypsilanti, Mich.
Within 5 miles either side of the Ypsilanti ILS localizer SW course, extending from the Willow Run Airport Ypsilanti, Mich. (Lat. 44°14'13" N, Long. 83°31'47" W), to 20 miles SW of the OM.

Yuma, Ariz.
Within 5 miles W and 13 miles E of the Yuma VOR 180° radial, extending from the VOR to 16 miles S and within 10 miles W and 7 miles E of the Yuma VOR 171° and 351° radials, extending from 9 miles S to 20 miles N of the VOR, excluding the portions which coincide with R-2307 and R-2301 and the portion outside of the United States.

SUBPART G - CONTROL ZONES

§ 71.171 **Designation.**
The parts of airspace described below are designated as control zones.

Aberdeen, S. Dak.
Within a 5-mile radius of Aberdeen Municipal Airport (Lat. 45°27'10" N, Long. 98°25'35" W); within 2 miles either side of the Aberdeen RR S course extending from the 5-mile radius zone to 12 miles S of the RR and within 2 miles either side of the Aberdeen VOR 131° radial extending from the 5-mile radius zone to 12 miles SE of the VOR.

Abilene, Tex.
Within a 5-mile radius of Abilene Municipal Airport (Lat. 32°25'10" N, Long. 99°41'20" W); within 2 miles either side of the Abilene ILS localizer S course extending from the 5-mile radius zone to the ILS OM; within 2 miles either side of the Abilene VOR 112° radial extending from the 5-mile radius zone to the VOR; within a 5-mile radius of Dyess AFB, Abilene, Tex., (Lat. 32°25'10" N, Long. 99°51'15" W); within 2 miles either side of the Abilene VOR 354° radial extending from the Dyess 5-mile radius zone to 12 miles N of the VOR; and within 2 miles either side of the 168° and 348° bearings from the Dyess AFB RBN extending from the 5-mile radius zone to 12 miles S of the RBN.

Adak, Alaska
Within a 5-mile radius of NAS Adak (Lat. 51°53'00" N, Long. 176°39'00" W); within 2 miles either side of the Adak TACAN 067° radial extending from the 5-mile radius zone to 8 miles NE of the TACAN, excluding the portion above 24,000 feet MSL.

Aguadilla, P. R.
Within a 10-mile radius of Ramey AFB, Aguadilla, P. R. (Lat. 18°29'50" N, Long. 67°07'45" W) and within 2.5 miles either side of the extended centerline of the Ramey AFB E-W runway extending from the 10-mile radius zone to 12 miles E and W of the runway ends

Akron, Colo.
Within a 5-mile radius of Washington County Airport (Lat. 40°10'30" N, Long. 103°12'45" W) and within 2 miles either side of the Akron VOR 123° radial extending from the 5-mile radius zone to 12 miles SE of the VOR.

Akron, Ohio
Within a 5-mile radius of Akron Airport (Lat. 41°02'15" N, Long. 81°28'05" W) and within a 5-mile radius of Akron-Canton Airport (Lat. 40°54'59" N, Long. 81°26'32" W)

Alameda, Calif.

Within a 5-mile radius of NAS Alameda (Lat. 37°47'10" N, Long. 122°19'00" W), excluding the portion subtended by a chord drawn between the points of INT of this radius with the radius of the Oakland, Calif., control zone.

Albany, Ga.

Within a 5-mile radius of Albany Municipal Airport; within 2 miles either side of the Albany VOR 155° and 335° radials extending from the 5-mile radius zone to 10 miles NW of the VOR; within a 5-mile radius of Turner AFB, within 2.5 miles either side of a line extending from Turner AFB to the Doles RBN, and within 2 miles either side of the Albany RR E and S courses extending from the 5-mile radius zone to 10 miles E and S of the RR.

Albany, N. Y.

Within a 5-mile radius of Albany County Airport (Lat. 42°44'58" N, Long. 73°48'15" W); within 2 miles either side of the 105° bearing from Lat. 42°47'42" N, Long. 73°48'10" W extending from the 5-mile radius zone to 10 miles N of Lat. 42°47'42" N, Long. 73°48'10" W, and within 2 miles either side of the Albany ILS localizer N course extending from the 5-mile radius zone to 10 miles N of the OM.

Albuquerque, N. Mex.

Within a 5-mile radius of Kirtland, AFB, Albuquerque, N. Mex., (Lat. 35°02'42" N, Long. 106°36'02" W); within 2 miles either side of the 188° bearing from the Albuquerque RBN extending from the 5-mile radius zone to 11 miles S of the RBN; within 2 miles either side of the Albuquerque VORTAC 091° radial extending from the 5-mile radius zone to the VORTAC, and within 2 miles either side of the Albuquerque ILS localizer N course extending from the 5-mile radius zone to the INT of the Albuquerque VORTAC 057° radial and the ILS localizer N course.

Alexandria, La. (England AFB)

Within a 5-mile radius of England AFB within 2 miles either side of the Alexandria RR NW and SE courses extending from the 5-mile radius zone to 10 miles SE of the RR, and within 2 miles either side of the Alexandria VOR 156° and 336° radials, extending from the 5-mile radius zone to 10 miles SE of the VOR.

Alexandria, La. (Esler Field)

Within a 5-mile radius of Esler Field (Lat. 31°23'45" N, Long. 92°17'35" W), and within 2 miles either side of the 327° bearing from the Esler Field RBN extending from the 5-mile radius zone to the RBN.

Alexandria, Minn.

Within a 5-mile radius of Alexandria Municipal Airport (Lat. 45°52'15" N, Long. 95°24'00" W), and within 2 miles either side of the Alexandria VOR 231° radial extending from the 5-mile radius zone to the VOR.

Alice, Tex.

Within a 5-mile radius of Jim Wells County Municipal Airport, Alice, Tex., (Lat. 27°44'28" N, Long. 98° 01'38" W).

Allentown, Pa.

Within a 5-mile radius of Allentown-Bethlehem-Easton Airport (Lat. 40°39'10" N, Long. 75°26'20" W); within 2 miles either side of the Allentown RR NE course, extending from the 5-mile radius zone to 10 miles NE of the RR; within 2 miles either side of the Allentown ILS localizer SW course extending from the 5-mile radius zone to 10 miles SW of the OM, and within 2 miles either side of the Allentown VORTAC 347° radial, extending from the 5-mile radius zone to 10 miles N of the VORTAC.

Alma, Ga.

Within a 5-mile radius of Alma Intermediate Field (Lat. 31°32'05" N, Long. 82°30'35" W); and within 2 miles either side of the Alma VORTAC 036° and 225° radials extending from the 5-mile radius zone to 8 miles NE and SW of the VORTAC.

Alpena, Mich.

Within a 5-mile radius of Phelps-Collins Airport, Alpena, Mich. (Lat. 45°05'00" N, Long. 83°33'30" W), and within 2 miles either side of the 185° bearing from the Alpena RBN extending from the 5-mile radius zone to the RBN. This control zone shall be effective during the specific dates and times established in advance by a Notice to Airmen, and continuously published in the Airman's Guide.

Altus, Okla.

Within a 5-mile radius of Altus AFB and within 2 miles either side of 180° and 360° bearings from the Altus AFB extending from the 5-mile radius zone to 10 miles N and S of the AFB.

Amarillo, Tex.
Within a 5-mile radius of Amarillo AFB/Municipal Airport (Lat. 35°13'11" N, Long. 101°42'42" W), within 2 miles either side of the 046° bearing from the Tradewind RBN extending from the 5-mile radius zone to the RBN, and within 2 miles either side of the Amarillo VORTAC 221° radial extending from the 5-mile radius zone to the VORTAC.

Anchorage, Alaska (Anchorage International Airport)
Within a 5-mile radius of Anchorage International Airport (Lat. 61°10'23" N, Long. 149°58'10" W); within 2 miles either side of the Anchorage RR SW course extending from the 5-mile radius zone to 12 miles SW of the RR; within 2 miles either side of the Anchorage VOR 079° radial extending from the 5-mile radius zone to the VOR; within 2 miles either side of the Anchorage International ILS localizer W course extending from the 5-mile radius zone to the OM; excluding the portion within the Anchorage (Merrill Field/Elmendorf AFB) control zone.

Anchorage, Alaska, (Bryant AAF)
Within a 3-mile radius of Bryant AAF (Lat. 61°16'02" N, Long. 149°39'46" W), excluding the portion W of Long. 149°43'00" W. The portion of this control zone within R-2203 shall be used only after obtaining prior approval from appropriate authority.

Anchorage, Alaska (Merrill Field/Elmendorf AFB)
Within a 3-mile radius of Merrill Field (Lat. 61°13'03" N, Long. 149°50'52" W); within a 5-mile radius of Elmendorf AFB (Lat. 61°15'05" N, Long. 149°48'52" W); within 2 miles either side of the Elmendorf ILS localizer W course extending from the 5-mile radius zone to the OM, excluding the portion within the Bryant AAF control zone. The portion of this control zone within R-2201 and R-2203 shall be used only after obtaining prior approval from appropriate authority.

Anderson. S. C.
Within a 5-mile radius of Anderson Airport (Lat. 34°29'40" N, Long. 82°42'30" W), and within 2 miles either side of the Anderson VOR 038° radial extending from the 5-mile radius zone to the VOR.

Aniak, Alaska
Within a 5-mile radius of Aniak Airport (Lat. 61°34'50" N, Long. 159°32'15" W) and within 2 miles either side of the Aniak RR SW course extending from the 5-mile radius zone to 12 miles SW of the RR.

Annette Island, Alaska
Within a 5-mile radius of Annette Island Airport (Lat. 55°02'30" N, Long. 131°34'05" W); within 2 miles either side of the Annette Island RR N course extending from the 5-mile radius zone to 12 miles N of the RR, and within 2 miles either side of the Annette Island RR S course extending from the 5-mile radius zone to 12 miles S of the RR.

Anniston, Ala.
Within a 5-mile radius of Anniston Municipal Airport (Lat. 33°35'25" N, Long. 85°51'15" W), and within 2 miles either side of the 232° bearing from Anniston RBN extending from the 5-mile radius zone to 12 miles SW of the RBN.

Arcata, Calif.
Within a 5 mile radius of Arcata Municipal Airport (Lat. 40°58'45" N, Long. 124°06'25" W).

Ardmore, Okla.
Within a 5-mile radius of Ardmore Municipal Airport (Lat. 34°18'00" N, Long. 97°00'50" W), within 2 miles either side of the Ardmore VOR 053° radial extending from the 5-mile radius zone to the VOR, and within 2 miles either side of the 085° bearing from the Ardmore RBN extending from the 5-mile radius zone to the RBN.

Asheville, N. C.
Within a 5-mile radius of Asheville Airport (Lat. 35°26'00" N, Long. 82°32'25" W), and within 2 miles either side of the 341° bearing from the Asheville RBN extending from the 5-mile radius zone to the RBN.

Athens, Ga.
Within a 5-mile radius of Athens Airport (Lat. 33°56'56" N, Long. 83°19'37" W); within 2 miles either side of the Athens VORTAC 078° radial extending from the 5-mile radius zone to 8 miles E of the VORTAC, and within 2 miles either side of the Athens VORTAC 194° radial extending from the 5-mile radius zone to 8 miles S of the VORTAC.

Atlanta, Ga. (Municipal Airport)

Within a 5-mile radius of Atlanta Municipal Airport (Lat. 33°38'42" N, Long. 84°25'37" W); within 2 miles either side of the Atlanta ILS localizer W course extending from the 5-mile radius zone to the OM; within 2 miles either side of the Atlanta ILS localizer SE course extending from the 5-mile radius zone to the OM; within 2 miles either side of the Atlanta ILS localizer E course extending from the 5-mile radius zone to the INT of the Atlanta ILS localizer E course and the McDonough, Ga., VORTAC 333° radial; and within a 3-mile radius of Morris AAF (Lat. 33°37'20" N, Long. 84°20'30" W).

Atlanta, Ga. (Dobbins AFB/NAS Atlanta)

Within a 5-mile radius of Dobbins AFB/NAS Atlanta (Lat. 33°55'00" N, Long. 84°31'00" W); within 2 miles either side of the 105° bearing from the Lost Mountain, Ga., RBN extending from the 5-mile radius zone to the RBN; within 2 miles either side of the NAS Atlanta TACAN 295° radial extending from the 5-mile radius zone to 10 miles W of the TACAN; and within 2 miles either side of the 104° bearing from the Dobbins AFB/NAS Atlanta extending from the 5-mile radius zone to 6 miles SE of the lift-off end of runway 10.

Atlantic City, N. J.

Within a 12-mile radius of the Atlantic City NAFEC Airport (Lat. 39°27'25" N, Long. 74°34'45" W), and the airspace bounded on the SW by the Atlantic City VORTAC 176° radial to 3-nmi offshore, on the SE by a line 3-nmi offshore, and on the NE by the Atlantic City VORTAC 112° radial, excluding the portion within a 2-mile radius of the Ocean City Airport (Lat. 39°16'00" N, Long. 74°36'15" W).

Augusta, Ga.

Within a 5-mile radius of Bush Field, Augusta, Ga. (Lat. 33°22'05" N, Long. 81°57'40" W); within 2 miles either side of the 130° bearing from the Augusta RR extending from the 5-mile radius zone to the RR, and within 2 miles either side of the Augusta VOR 141° radial extending from the 5-mile radius zone to 7.5 miles NW of the VOR, excluding the portion within P-378.

Augusta, Maine

Within a 5-mile radius of Augusta State Airport (Lat. 44°19'15" N, Long. 69°47'45" W) and within 2 miles either side of the Augusta RR SW course extending from the 5-mile radius zone to 10 miles SW of the RR.

Austin, Tex.

Within a 10-mile radius of Mueller Municipal Airport, Austin, Tex. (Lat. 30°17'55" N, Long. 97°42'00" W); within a 5-mile radius of Bergstrom AFB (Lat. 30°11'45" N, Long. 97°40'35" W); within 2 miles either side of the Austin VORTAC 004° radial extending from the 5-mile radius zone to 10 miles N of the VORTAC, and within 2 miles either side of the centerline of the Bergstrom AFB N-S runway extending from the Bergstrom 5-mile radius zone to 3 miles S of the Bergstrom RBN.

Baker, Oreg.

Within a 3-mile radius of Baker Municiapl Airport (Lat. 44°50'25" N, Long. 117°48'35" W).

Bakersfield, Calif.

Within a 5-mile radius of Meadows Field (Lat. 35°25'40" N., Long. 119°03'05" W), and within 2 miles either side of the Bakersfield RR NW course extending from the 5-mile radius zone to 11 miles NW of the RR.

Baltimore, Md.

Within a 5-mile radius of Friendship International Airport (Lat. 39°10'25" N, Long. 76°40'15" W); within 2 miles either side of the Baltimore ILS localizer E course extending from the 5-mile radius zone to 6 miles E of the localizer; within 2 miles either side of the Baltimore VORTAC 088° radial extending from the 5-mile radius zone to 6 miles E of the VORTAC, and within 2 miles either side of the ILS localizer W course extending from the 5-mile radius zone to 10 miles W of the OM.

Bangor, Maine

Within a 5-mile radius of Dow AFB, Bangor Maine (Lat. 44°48'20" N, Long. 68°49'32" W); within 2 miles either side of the 333° bearing from Lat. 44°50'35" N, Long. 68°50'55" W extending from the 5-mile radius zone to 13.5 miles NW of Lat. 44°50'35" N, Long. 68°50'55" W; within 2 miles either side of the 314° bearing from Dow AFB extending from the 5-mile radius zone to 15 miles NW of the AFB; within 2 miles either side of the 356° bearing from Dow AFB extending from the 5-mile radius zone to 10 miles N of the Bangor VORTAC, and within 2 miles either side of the extended centerline of Runway 15 extending from the 5-mile radius zone to 10 miles SE of the lift-off end of the runway. The portion of this control zone within R-3903 shall be used only after obtaining prior approval from appropriate authority.

Battle Creek, Mich.

Within a 5-mile radius of Kellogg Field, Battle Creek, Mich. (Lat. 42°18'35" N, Long. 85°14'55" W) and within 2 miles either side of the Battle Creek VORTAC 050° radial extending from the 5-mile radius zone to 12 miles NE of the VORTAC.

Baton Rouge, La.

Within a 5-mile radius of Ryan Airport, Baton Rouge, La. (Lat. 30°31'53" N, Long. 91°09'00" W); within a 3-mile radius of Downtown Airport, Baton Rouge, La. (Lat. 30°26'45" N, Long. 91°06'25" W); within 2 miles either side of the 313° and 133° bearings from the Baton Rouge LOM extending from the Ryan Airport 5-mile radius zone to 10 miles NW and 19 miles SE of the LOM, and within 2 miles either side of the Baton Rouge VOR 071° and 251° radials extending from the Ryan Airport 5-mile radius zone to 10 miles SW of the VOR.

Beaufort, S. C.

Within a 5-mile radius of MCAS Beaufort (Lat. 32°28'40" N, Long. 80°43'20" W); within 2 miles either side of the 043° bearing from MCAS extending from the 5-mile radius zone to 16 miles NE of MCAS and within 2 miles either side of the 137° bearing from MCAS extending from the 5-mile radius zone to W-132.

Beaumont, Tex.

Within a 5-mile radius of Jefferson County Airport, Beaumont, Tex., (Lat. 29°57'05" N, Long. 94°01'10" W): within 2 miles either side of the Beaumont VOR 064° radial extending from the 5-mile radius zone to the VOR, and within 2 miles either side of the Beaumont ILS localizer NW course extending from the 5-mile radius zone to the OM.

Bedford, Mass.

Within a 5-mile radius of Laurence G. Hanscon Field, Bedford, Mass., (Lat. 42°28'05" N, Long. 71°17'20" W)

Beeville, Tex.

Within a 5-mile radius of NAAS Chase Field, Beeville, Tex., (Lat. 28°22'00" N, Long. 97°40'00" W), and within 2 miles either side of the 139° bearing from Chase Field extending from the 5-mile radius zone to 8 miles S of Chase Field.

Belleville, Ill.

Within a 5-mile radius of Scott AFB, Belleville, Ill., (Lat. 38°32'32" N, Long. 89°51'30" W), and within 2 miles either side of the 317° bearing from the Belleville RBN extending from the 5-mile radius zone to the RBN.

Bellingham, Wash.

Within a 3-mile radius of Bellingham Municipal Airport.

Belmar, N. J.

Within a 3-mile radius of Monmouth County Airport, Belmar, N. J. (Lat. 40°11'05" N, Long. 74°07'20" W); within 2 miles either side of the Belmar VOR 129° and 309° radials extending from the 3-mile radius zone to 8 miles SE and NW of the VOR; within 2 miles either side of the Belmar VOR 319° radial extending from the 3-mile radius zone to 12 miles NW of the VOR, and within 2 miles either side of the Colts Neck, N. J., VOR 169° radial extending from the 3-mile radius zone to the VOR, excluding the portion within a 1-mile radius of the Asbury Park Air Terminal, Asbury Park, N. J.

Bethel, Alaska

Within a 5-mile radius of Bethel Municipal Airport (Lat. 60°46'55" N, Long. 161°49'55" W); within 2 miles either side of the Bethel VOR 007° and 214° radials extending from the 5-mile radius zone to 12 miles N and SW of the VOR; within 2 miles either side of the 296° bearing from the Bethel RR extending from the 5-mile radius zone to the RR, and within 2 miles either side of the 023° bearing from the Bethel RBN extending from the 5-mile radius zone to 12 miles NE of the RBN

Bettles, Alaska

Within a 5-mile radius of Bettles Airport (Lat. 66°55'00" N, Long. 151°31'00" W), within 2 miles either side of the Bettles RR SE course extending from the 5-mile radius zone to 12 miles SE of the RR, and within 2 miles either side of the 211° bearing from the Bettles RR extending from the 5-mile radius zone to 12 miles S of the RR.

Big Delta, Alaska

Within a 5-mile radius of Big Delta Airport (Lat. 63°59'45" N, Long. 145°43'00" W) and within 2 miles either side of the Big Delta RR NW course extending from the 5-mile radius zone to 12 miles NW of the RR

Big Spring, Tex.

Within a 5-mile radius of Webb AFB, Big Spring, Tex., (Lat. 32°12'53" N, Long. 101°31'25" W); within 2 miles either side of the 251° bearing from the Big Spring RBN extending from the 5-mile radius zone to 10 miles W of the RBN, and within 2 miles either side of the Big Spring VOR 191° radial extending from the 5-mile radius zone to the VOR.

Billings, Mont.

Within a 5-mile radius of Logan Field, Billings, Mont., (Lat. 45°48'23" N, Long. 108°31'54" W) and within 2 miles either side of the 071° bearing from the Billings RBN extending from the 5-mile radius zone to 12 miles NE of the RBN.

Biloxi, Miss.

Within a 5-mile radius of Keesler AFB, Biloxi, Miss. (Lat. 30°24'25" N, Long. 88°55'30" W); within 2 miles either side of the Keesler AFB TACAN 047° radial extending from the 5-mile radius zone to 7 miles NE of the TACAN, and within 2 miles either side of the Keesler TACAN 204° radial extending from the 5-mile radius zone to 7 miles SW of the TACAN.

Binghamton, N. Y.

Within a 5-mile radius of Broome County Airport, Binghamton, N. Y.; within 2 miles either side of the Broome County Airport ILS localizer SE course extending from the 5-mile radius zone to 10 miles SE of the OM, and within 2 miles either side of the Binghamton VORTAC 066° and 246° radials extending from the 5-mile radius zone to 5 miles SW of the VORTAC.

Birmingham, Ala.

Within a 5-mile radius of Birmingham Airport (Lat. 33°35'58" N, Long. 86°45'05" W) and within 2 miles either side of the ILS localizer SW course extending from the 5-mile radius zone to the OM.

Bismarck, N. Dak.

Within a 5-mile radius of Bismarck Municipal Airport (Lat. 46°46'40" N, Long. 100°45'15" W) within 2 miles either side of the Bismarck RR E course extending from the 5-mile radius zone to 10 miles E of the RR, within 2 miles either side of the Bismarck ILS localizer SE course extending from the 5-mile radius zone to 10 miles SE of the OM, and within 2 miles either side of the Bismarck VOR 114° radial extending from the 5-mile radius zone to 10 miles SE of the VOR.

Blythe, Calif.

Within a 5-mile radius of Blythe Airport (Lat. 33°37'15" N, Long. 114°43'00" W).

Blytheville, Ark.

Within a 5-mile radius of Blytheville AFB (Lat. 35°57'50" N, Long. 89°56'40" W) and within 2 miles either side of the 360° bearing from the AFB extending from the 5-mile radius zone to 2 miles N of the Blytheville RBN.

Bluefield, W. Va.

Within a 5-mile radius of Mercer County Airport, Bluefield, W. Va. (Lat. 37°17'45" N, Long. 81°12'29" W), and within 2 miles either side of the Bluefield VOR 047° radial extending from the 5-mile radius zone to 12 miles NE of the VOR.

Boise, Idaho

Within a 5-mile radius of Boise Air Terminal (Lat. 44°33'55" N, Long. 116°13'35" W).

Boston, Mass.

Within a 5-mile radius of Logan International Airport, Boston, Mass. (Lat. 42°21'55" N, Long. 71°00'05" W), within 2 miles either side of the Boston RR N course extending from the 5-mile radius zone to 10 miles N of the RR; within 2 miles either side of the Boston ILS localizer SW course extending from the 5-mile radius zone to 10 miles SW of the OM; and within 2 miles either side of the Boston VORTAC 144° radial extending from the 5-mile radius zone to 12 miles SE of the VORTAC.

Bowling Green, Ky.

Within a 5-mile radius of Bowling Green-Warren County Airport (Lat. 36°57'55" N, Long. 86°25'10" W), and within 2 miles either side of the Bowling Green VORTAC 206° radial extending from the 5-mile radius zone to 12 miles SW of the VORTAC.

Bozeman, Mont.

Within a 3-mile radius of Gallatin-Bozeman Airport (Lat. 45°46'50" N, Long. 111°09'20" W).

Bradford, Pa.

Within a 5-mile radius of Bradford-McKean County Airport (Lat. 41°48'10" N, Long. 78°38'20" W), and within 2 miles either side of a 134° bearing from the airport extending from the 5-mile radius zone to 10 miles SE of the Bradford RBN.

Bridgeport, Conn.

Within a 5-mile radius of Bridgeport Airport and within 2 miles either side of the Bridgeport VOR 037° radial extending from the 5-mile radius zone to 10 miles NE of the VOR.

Brownsville, Tex.

Within a 5-mile radius of Rio Grande Valley International Airport, Brownsville, Tex. (Lat. 25°54'25" N, Long. 97°25'25" W); within 2 miles either side of the 343° bearing from the Brownsville RBN extending from the 5-mile radius zone to 8 miles NW of the RBN, and within 2 miles either side of the Brownsville VOR 071° radial extending from the 5-mile radius zone to 8 miles E of the VORTAC, excluding the portion outside the United States.

Brunswick, Ga. (McKinnon Airport)

Within a 5-mile radius of McKinnon Airport, Brunswick, Ga., (Lat. 31°09'05" N, Long. 81°23'20" W), and within 2 miles either side of the Brunswick VOR 023° radial extending from the 5-mile radius zone to the VOR.

Brunswick, Ga. (NAS Glynco)

Within a 5-mile radius of NAS Glynco (Lat. 31°15'31" N, Long. 81°28'01" W); within 2 miles either side of the Glynco TACAN 055° radial extending from the 5-mile radius zone to 7 miles NE of the TACAN; within 2 miles either side of the Glynco TACAN 250° radial extending from the 5-mile radius zone to 9 miles SW of the TACAN, excluding the portion within the McKinnon Airport control zone, Brunswick, Ga.

Brunswick, Maine

Within a 5-mile radius of NAS Brunswick (Lat. 43°53'35" N, Long. 69°56'20" W), excluding the portion within A-7, and within 2 miles either side of the 173° bearing from the Brunswick NAS RBN extending from the 5-mile radius zone to 10 miles S of the RBN.

Buffalo, N. Y.

Within a 5-mile radius of Greater Buffalo International Airport (Lat. 42°56'25" N, Long. 78°43'50" W), within 2 miles either side of the 043° bearing from the Buffalo RBN extending from the 5-mile radius zone to 11.6 miles NE of the RBN; within 2 miles either side of the 223° bearing from the Buffalo RBN extending from the 5-mile radius zone to 24.4 miles SW of the RBN, and within 2 miles either side of the Buffalo VORTAC 099° and 279° radials extending from the 5-mile radius zone to 10 miles E of the VORTAC.

Burbank, Calif.

Within a 5-mile radius of Lockheed Air Terminal, Burbank, Calif., (Lat. 34°12'15" N, Long. 118°21'30" W), and within a 5-mile radius of the Van Nuys Airport, Van Nuys, Calif., (Lat. 34°12'30" N, Long. 118°29'15" W).

Burley, Idaho

Within a 3-mile radius of Burley Municipal Airport.

Burlington, Iowa

Within a 5-mile radius of Burlington Municipal Airport (Lat. 40°47'06" N, Long. 91°07'27" W), and within 2 miles either side of the Burlington VOR 293° radial extending from the 5-mile radius zone to the VOR.

Burlington, Vt.

Within a 5-mile radius of Burlington Municipal Airport (Lat. 44°28'15" N, Long. 70°09'10" W) and within 2 miles either side of the Burlington RR NW course extending from the 5-mile radius zone to the Grand Isle FM.

Butte, Mont.

Within a 3-mile radius of Silver Bow County Airport, Butte, Mont., (Lat. 45°57'15" N, Long. 112°29'50" W).

Calverton, N. Y.

Within a 5-mile radius of Grumman-Peconic River Airport, Calverton, N. Y., (Lat. 40°54'55" N, Long. 72°47'35" W), and within 2 miles either side of the Riverhead, N. Y., VORTAC 086° radial extending from the 5-mile radius zone to the VORTAC, excluding the portion within the Suffolk County AFB control zone, Westhampton Beach, Long Island, N. Y.

Camp Douglas, Wis.

Within a 5-mile radius of Volk Field, Camp Douglas, Wis., (Lat. 43°56'25" N, Long. 90°15'20" W), and within 2 miles either side of the Volk Field VORTAC 093° radial extending from the 5-mile radius zone to 12 miles E of the VORTAC. This control zone shall be effective during the specific dates and times established in advance by a Notice to Airmen, and continuously published in the Airman's Guide.

Camp Springs, Md.

Within a 5-mile radius of Andrews AFB, Camp Springs, Md., and within 2.5 miles either side of the Andrews AFB RR N course extending from the 5-mile radius zone to the RR, excluding the portion bounded on the NE by a line 1.25 miles NE of and parallel to the NW/SE Runway of Hyde Field, Clinton Md., and bounded on the NW and SE by lines 1.25 miles NW of and SE of and parallel to the runway ends, and excluding the portion within the Washington National Airport control zone, Washington, D. C.

Carlsbad, N. Mex.

Within a 5-mile radius of Carlsbad Airport, and within 2 miles either side of the Carlsbad VOR 345° and 165° radials extending from the 5-mile radius zone to 3 miles SE of the VOR.

Casper, Wyo.

Within a 5-mile radius of Casper Air Terminal, (Lat. 42°54'25" N, Long. 106°27'50" W) and within 2 miles either side of the Casper ILS localizer E course extending from the 5-mile radius zone to the Casper RBN.

Cedar Rapids, Iowa

Within a 5-mile radius of Cedar Rapids Municipal Airport (Lat. 41°53'06° N, Long. 91°42'26" W); within 2 miles either side of a 266° bearing from the airport extending from the 5-mile radius zone to 10 miles W of the airport; within 2 miles either side of a 090° bearing from the airport extending from the 5-mile radius zone to 10 miles E of the airport and within 2 miles either side of the Cedar Rapids VORTAC 093° and 274° radials extending from the 5-mile radius zone to 12 miles W of the VORTAC.

Chamblee, Ga.

Within a 3-mile radius of De Kalb-Peachtree Airport, Chamblee, Ga., (Lat. 33°52'30" N, Long. 84°18'10" W) and within 2 miles either side of the Norcross, Ga., VORTAC 242° radial extending from the 3-mile radius zone to the VORTAC from 0700 to 2300 hours, local time, daily.

Champaign, Ill.

Within a 5-mile radius of the University of Illinois-Willard Airport, Champaign, Ill., (Lat. 40°02'24" N, Long. 88°16'36" W); within 2 miles either side of the Champaign VORTAC 123° radial extending from the 5-mile radius zone to 12 miles SE of the VORTAC, and within 2 miles either side of the Champaign VORTAC 233° radial extending from the 5-mile radius zone to 12 miles SW of the VORTAC.

Chandler, Ariz.

Within a 5-mile radius of Williams AFB, Chandler, Ariz., (Lat. 33°18'25" N, Long. 111°39'35" W), and within 2 miles either side of the 115° bearing from the AFB extending from the 5-mile radius zone to the Chandler RBN.

Chantilly, Va.

Within a 5-mile radius of Dulles International Airport, Chantilly, Va., (Lat. 38°56'40" N, Long. 77°27'24" W); within 2 miles either side of the Dulles runway 1-R ILS localizer S course extending from the 5-mile radius zone to the runway 1-R ILS OM; within 2 miles either side of the Dulles runway 19-R ILS localizer N course extending from the 5-mile radius zone to 2 miles N of the runway 19-R ILS OM; within 2 miles either side of **the Herndon, Va., VORTAC 161° radial extending from the 5-mile radius zone to the VORTAC; and within 2 miles either side of the extended centerline of runway 30 extending from the 5-mile radius zone to 4 miles NW of the lift-off end of runway 30.**

Chanute, Kans.

Within a 5-mile radius of Martin Johnson Airport, within 2 miles either side of the Chanute RR E course extending from the 5-mile radius zone to 12 miles E of the RR, and within 2 miles either side of the Chanute VOR 062° and 242° radials extending from the 5-mile radius zone to 12 miles SW of the VOR.

Charleston, S. C.

Within a 5-mile radius of Charleston AFB/Municipal Airport (Lat. 32°53'56" N, Long. 80°02'18" W); within 2 miles either side of the 299° bearings from the Charleston RBN extending from the 5-mile radius zone to 12 miles NW of the RBN; within 2 miles either side of the Charleston VORTAC 334° radial extending from the 5-mile radius zone to 12 miles NW of the VORTAC; within 2 miles either side of the Charleston VORTAC 016°, 146° and 210° radials extending from the 5-mile radius zone to 7 miles NE, SE and SW of the VORTAC.

Charleston, W. Va.

Within a 5-mile radius of Kanawha County Airport, Charleston, W. Va., (Lat. 38°22'21" N, Long. 81°35'35" W); within 2 miles either side of the Charleston ILS localizer NE course extending from the 5-mile radius zone to 10 miles NE of the OM; and within 2 miles either side of the Charleston VORTAC 087° radial extending from the 5-mile radius zone to the VORTAC.

Charlotte, N. C.

Within a 5-mile radius of Douglas Airport, Charlotte, N. C., (Lat. 35°12'58" N, Long. 80°56'22" W); within 2 miles either side of the Fort Mill, S. C., VOR 004° radial extending from the 5-mile radius zone to the VOR, and within 2 miles either side of the Douglas Airport ILS localizer SW course extending from the 5-mile radius zone to the OM.

Chattanooga, Tenn.

Within a 5-mile radius of Lovell Field, Chattanooga, Tenn., (Lat. 35°02'05" N, Long. 85°12'10" W).

Cheyenne, Wyo.

Within a 5-mile radius of Cheyenne Municipal Airport (Lat. 41°09'25" N, Long. 104°48'25" W); within 2 miles either side of the Cheyenne RR NW course extending from the 5-mile radius zone to 12 miles NW of the RR; within 2 miles either side of the Cheyenne RR E course extending from the 5-mile radius zone to 11.5 miles E of the RR; within 2 miles either side of the Cheyenne ILS localizer E course extending from the 5-mile radius zone to 10 miles E of the airport, and within 2 miles either side of the Cheyenne VORTAC 032° radial extending from the 5-mile radius zone to 10 miles NE of the VORTAC.

Chicago, Ill., (Midway Airport)

Within a 6-mile radius of Chicago-Midway Airport (Lat. 41°47'04" N, Long. 87°45'12" W); within 2 miles either side of the Chicago-Midway ILS localizer SE course extending from the 6-mile radius zone to the Chicago Heights, Ill., VOR 044° radial, and within 2 miles either side of the Chicago-Midway ILS localizer NW course extending from the 6-mile radius zone to 12 miles NW of the Chicago-Midway OM, excluding the portion within the O'Hare International Airport, Chicago, Ill., control zone.

Chicago, Ill., (O'Hare International Airport)

Within a 6-mile radius of Chicago-O'Hare International Airport (Lat. 41°59'10" N, Long. 87°54'28" W); within 2 miles either side of the Chicago-O'Hare VOR 331° radial extending from the 6-mile radius zone to the INT of the Northbrook, Ill., VOR 195° and the Chicago-O'Hare VOR 331° radials, and within 2 miles either side of the Chicago-O'Hare Runway 14-R ILS localizer NW course, extending from the 6-mile radius zone to the Runway 14-R OM, excluding the portion NE of a line between the INTs of the 6-mile radius and the 5-mile radius of Glenview, Illinois, control zone.

Chicago, Ill., (Meigs Airport)

Within a 3-mile radius of Meigs Airport, (Lat. 41°51'30" N, Long. 87°36'30" W) from 0600 to 2200 hours local time, daily, excluding the portion W of Long. 87°38'00" W.

Childress, Tex.

Within a 3-mile radius of Childress Airport (Lat. 34°25'55" N, Long. 100°17'45" W) and within 2 miles either side of the Childress VOR 002° and 182° radials extending from the 3-mile radius zone to 10 miles S of the VOR.

China Lake, Calif.

Within a 5-mile radius of NAF China Lake (Lat. 35°41'15" N, Long. 117°41'35" W); within a 1-mile radius of Ridgecrest-Davis, Calif., Airport (Lat. 35°36'40" N, Long. 117°40'25" W) and within 2 miles either side of the NAF China Lake TACAN 350° and 148° radials extending from the 5-mile radius zone to 3 miles N and SE of the TACAN.

Chincoteague, Va.

Within a 5-mile radius of NASA Wallops Station Airport, Chincoteague, Va., (Lat. 37°56'15" N, Long. 75°28'15" W), and within 2 miles either side of the Snow Hill, Md., VOR 181° radial extending from the 5-mile radius zone to the VOR, excluding the portion within R-6604. This control zone is effective from 0800 to 1700 hours, local time, Monday through Friday, excluding Federal legal holidays.

Cincinnati, Ohio

Within a 5-mile radius of Cincinnati Municipal (Lunken Airport), and within 2 miles either side of the Cincinnati RR SW and NE courses extending from the 5-mile radius zone to the Loveland FM.

Cleveland, Ohio

Within a 5-mile radius of Cleveland-Hopkins Airport, (Lat. 41°24'30" N, Long. 81°51'00" W); within 2 miles either side of the Cleveland ILS localizer SW course extending from the 5-mile radius zone to 10 miles SW of the OM, and within 2 miles either side of the extended centerline of runway 23-R extending from the 5-mile radius zone to 18 miles NE of the approach end of the runway.

Clinton, Okla.

Within a 7-mile radius of Clinton-Sherman AFB, and within 2 miles either side of the extended centerline of the AFB Runway 17/35 extending from the 5-mile radius zone to 9 miles N and S of the AFB.

Clovis, N. Mex.

Within a 5-mile radius of Cannon AFB, Clovis, N. Mex., (Lat. 34°23'01" N, Long. 103°18'58" W), and within 2 miles either side of the 231° bearing from the AFB extending from the 5-mile radius zone to the Cannon AFB RBN.

Cold Bay, Alaska

Within a 5-mile radius of Cold Bay Airport (Lat. 55°12'30" N, Long. 162°42'45" W); within 2 miles either side of the Cold Bay RR N course extending from the 5-mile radius zone to 8 miles N of the RR, and within 2 miles either side of the Cold Bay ILS localizer NW course extending from the 5-mile radius zone to the OM.

College Station, Tex.

Within a 3-mile radius of Easterwood Field, College Station, Tex., and within 2 miles either side of the College Station VOR 107° and 287° radials extending from the 5-mile radius zone to 12 miles NW and SE of the VOR.

Colorado Springs, Colo.

Within a 5-mile radius of Peterson Field, Colorado Springs, Colo., (Lat. 38°48'35" N, Long. 104°42'20" W).

Columbia, Mo.

Within a 5-mile radius of Columbia Municipal Airport (Lat. 38°58'25" N, Long. 92°21'50" W), and within 2 miles either side of the Columbia RR W course extending from the 5-mile radius zone to 10 miles W of the RR.

Columbia, S. C.

Within a 5-mile radius of Columbia Airport (Lat. 33°56'25" N, Long. 81°06'55" W); within 2 miles either side of the Columbia VOR 326° radial extending from the 5-mile radius zone to the VOR, and within 2 miles either side of the Columbia ILS localizer SW course extending from the 5-mile radius zone to 7 miles SW of the OM.

Columbus, Ga. (Muscogee County Airport)

Within a 5-mile radius of Muscogee County Airport (Lat. 32°30'55" N, Long. 84°56'25" W); within 2 miles either side of the Columbus VOR 149° radial extending from the 5-mile radius zone to the VOR, and within 2 miles either side of the 054° bearing from the Columbus LOM extending from the 5-mile radius zone to the LOM. excluding the portion within R-3002.

Columbus, Ga., (Lawson AAF)

Within a 5-mile radius of Lawson AAF (Lat. 32°20'20" N, Long. 84°59'35" W), and within 2 miles either side of the Columbus RR SW course extending from the 5-mile radius zone 12 miles SW of the RR excluding that portion within R-3002.

Columbus, Ind.

Within a 5-mile radius of Bakalar AFB, Columbus, Ind., (Lat. 39°15'50" N, Long. 85°53'55" W), and within 2 miles either side of the 044° bearing from the AFB extending from the 5-mile radius zone to 10 miles NE of the AFB, excluding the portion within R-3401.

Columbus, Miss.

Within a 7-mile radius of Columbus AFB, and within 25 miles either side of the extended centerline of Runway 14/32 extending from the 7-mile radius zone to 12 miles NW of the lift-off end of Runway 14/32.

Columbus, Ohio

Within a 5-mile radius of Port Columbus Airport (Lat. 39°59'34" N, Long. 82°52'50" W); within a 5-mile radius of the Lockbourne, Ohio, AFB (Lat. 39°48'51" N, Long. 82°55'56" W); within 2 miles either side of a direct line extending from the Columbus RBN to the Lockbourne AFB, within 2 miles either side of the Port Columbus ILS localizer E course extending from the Port Columbus Airport 5-mile radius zone to the Port Columbus OM, and within 2 miles either side of the Lockbourne AFB ILS localizer NE course extending from from the Lockbourne AFB 5-mile radius zone to the Lockbourne AFB OM.

Concord, Calif.
Within a 3-mile radius of Buchanan Field, Concord, Calif., (Lat. 37°59'20" N, Long. 122°03'20" W).

Concord, N. H.
Within a 5-mile radius of Concord Municipal Airport (Lat. 43°12'10" N, Long. 71°30'10" W); within 2 miles either side of the 149° bearing from Lat. 43°10'54" N, Long. 71°28'21" W extending from the 5-mile radius zone to 10 miles SE of Lat. 43°10'54" N, Long. 71°28'21" W, and within 2 miles either side of the Concord VOR 284° radial extending from the 5-mile radius zone to 10 miles W of the VOR.

Cordova, Alaska
Within a 5-mile radius of Cordova (Mile 13) Airport (Lat. 60°29'25" N, Long. 145°29'00" W); within 2 miles either side of the Cordova RR SE course extending from the 5-mile radius zone to the INT of the Cordova RR SE course and the Hinchinbrook, Alaska, RR E course, and within 2 miles either side of the Cordova RR SW course extending from the 5-mile radius zone to the INT of the Cordova RR SW course and the Hinchinbrook RR E course.

Corpus Christi, Tex.
Within a 5-mile radius of Corpus Christi International Airport (Lat. 27°46'00" N, Long. 97°30'00" W); within 2 miles either side of the 135° bearing from the Corpus Christi International Airport ILS OM, extending from the 5-mile radius zone to the OM, and within 2 miles either side of the Corpus Christi VORTAC 199° radial, extending from the 5-mile radius zone to the VORTAC.

Cotulla, Tex.
Within a 3-mile radius of Cotulla Airport; within 2 miles either side of the 320° bearing from the Cotulla RBN extending from the 3-mile radius zone to 10 miles NW of the RBN, and within 2 miles either side of the Cotulla VOR 265° and 085° radials extending from the 3-mile radius zone to 10 miles E of the VOR.

Covington, Ky.
Within a 5-mile radius of Greater Cincinnati Airport, Covington, Ky.; within 2 miles either side of the Greater Cincinnati ILS localizer S course extending from the 5-mile radius zone to the INT of the Cincinnati, Ohio, RR SW course; within 2 miles either side of the Cincinnati ILS localizer N course extending from the 5-mile radius zone to the INT of the Cincinnati RR NW course, and within 2 miles either side of the Cincinnati VORTAC 223° radial extending from the 5-mile radius zone to 10 miles SW of the VORTAC.

Crescent City, Calif.
Within a 5-mile radius of Jack McNamara Field, Crescent City, Calif., (Lat. 41°46'50" N, Long. 124°14'00" W).

Crestview, Fla.
Within a 5-mile radius of Crestview Airport (Lat. 30°47'30" N, Long. 86°33'50" W); within 2 miles either side of the Crestview RR E course, extending from the 5-mile radius zone to 10 miles E of the RR, and within 2 miles either side of the Crestview VOR 110° and 290° radials extending from the 5-mile radius zone to 10 miles W of the VOR.

Crows Landing, Calif.
Within a 5-mile radius of ALF Crows Landing (Lat. 37°24'35" N, Long. 121°06'40" W) and within 2 miles either side of the ALF Crows Landing TACAN 327° radial, extending from the 5-mile radius zone to 7 miles NW of the TACAN, excluding the portion within R-2528.

Cut Bank, Mont.
Within a 5-mile radius of Cut Bank Airport (Lat. 48°36'41" N, Long. 112°22'45" W), within 2 miles either side of the Cut Bank VOR 151° radial extending from the 5-mile radius zone to 12 miles SE of the VOR, and within 2 miles either side of the Cut Bank RR SE course extending from the 5-mile radius zone to 12 miles SW of the RR.

Dallas, Tex.
Within a 5-mile radius of Love Field, Dallas, Tex., (Lat. 32°51'00" N, Long. 96°50'50" W); within a 5-mile radius of Addison Airport, Dallas, Tex.; within 2 miles either side of the Love Field ILS localizer SE course, extending from the 5-mile radius zone to 7 miles SE of the localizer; within 2 miles either side of a 185° bearing from the Dallas RBN extending from the Love Field 5-mile radius zone to the Duncanville RBN, and the airspace NW of Love Field bounded by a line extending from Lat. 32°49'40" N, Long. 96°55'45" W to Lat. 32°53'15" N, Long. 96°59'35" W to Lat. 32°54'40" N, Long. 96°57'45" W, through Lat. 32°56'55" N, Long. 96°55'15" W.

Dalhart, Tex.

Within a 3-mile radius of Dalhart Municipal Airport (Lat. 36°01'10" N, Long. 102°33'10" W) and within 2 miles either side of the Dalhart VORTAC 182° and 002° radials, extending from the 3-mile radius zone to 10 miles N of the VORTAC.

Danville, Va.

Within a 5-mile radius of Danville Municipal Airport (Lat. 36°34'20" N, Long. 79°20'05" W), and within 2 miles either side of the Danville VOR 208° radial, extending from the 5-mile radius zone to 12 miles SW of the VOR.

Daytona Beach, Fla.

Within a 5-mile radius of Daytona Beach Airport (Lat. 29°11'03" N, Long. 81°03'21" W); within 2 miles either side of the Daytona Beach VOR 156° and 336° radials, extending from the 5-mile radius zone to 1 mile N of the VOR, and within 2 miles either side of the 065° and 245° bearing from the Daytona Beach LOM, extending from the 5-mile radius zone to 2 miles SW of the OM.

Dayton, Ohio

Within a 5-mile radius of Dayton Municipal Airport, within 2 miles either side of the Dayton ILS localizer SW course extending from the 5-mile radius zone to 10 miles SW of the LOM, and within 2 miles either side of the Dayton ILS localizer NE course extending from the 5-mile radius zone to 10 miles NE of the Tripp City RBN.

Del Rio, Tex.

Within a 5-mile radius of Laughlin AFB, Del Rio, Tex., within 2 miles either side of the 315° bearing from the Laughlin AFB extending from the 5-mile radius zone to the Laughlin AFB RBN and within 2.5 miles either side of the Laughlin AFB VOR 140° radial extending from the 5 mile radius zone to 12 miles SE of the AFB.

Delta, Utah

Within a 5-mile radius of Delta Municipal Airport (Lat. 39°23'00" N, Long. 112°30'35" W).

Denver, Colo.

Within a 10-mile radius of Stapleton Air Field, Denver, Colo., (Lat. 39°45'35" N, Long. 104°52'40" W). within 2 miles either side of the Stapleton ILS localizer E course extending from the 10-mile radius zone to 11.5 miles E of Stapleton Air Field, within 2 miles either side of the Denver VORTAC 045° radial extending from the 10 mile radius zone to 5 miles NE of the VORTAC, and within 2 miles either side of the Denver RR N course extending from the 10-mile radius zone to 13 miles N of the RR.

Des Moines, Iowa

Within a 5-mile radius of Des Moines Municipal Airport; within 2 miles either side of the Des Moines RR S course, extending from the 5-mile radius zone to 12 miles S of the RR; within 2 miles either side of the Des Moines ILS localizer SE and NW courses extending from the 5-mile radius zone to 12 miles SE and NW of the localizer, and within 2 miles either side of the Des Moines VORTAC 176° and 356° radials extending from the 5-mile radius zone to 10 miles S of the VORTAC.

Detroit, Mich. (Detroit City Airport)

Within a 5-mile radius of Detroit City Airport (Lat. 42°24'35" N, Long. 83°00'35" W); within 2 miles either side of the Windsor, Ontario, Canada, RR NW course extending from the 5-mile radius zone to the United States - Canadian Border, excluding that portion outside the United States.

Detroit, Mich. (Detroit Metropolitan, Wayne County Airport - Willow Run Airport)

Within a 5-mile radius of Detroit Metropolitan Wayne County Airport (Lat. 42°13'05" N, Long. 83°21'00" W), within a 12-mile radius of the Willow Run Airport; within 2 miles either side of the Willow Run ILS localizer SW and NE courses extending from the Willow Run 12-mile radius zone to 12 miles SW of the Willow Run OM and to 12 miles NE of the Ford RBN; within 2 miles either side of the Wayne County ILS localizer SW and NE courses extending from the Wayne County 5-mile radius zone to 12 miles SW of the Wayne County ILS OM and to 15.5 miles NE of the Wayne County ILS localizer. The area bounded on the N by a line 2 miles S of and parallel to the Willow Run VOR 282° radial and on the S by a line 2 miles N of and parallel to the Willow Run VOR 252° radial is excluded.

Dickinson, N. Dak.

Within a 5-mile radius of Dickinson Municipal Airport (Lat. 46°47'45" N, Long. 92°11'35" W); within 2 miles either side of the Dickinson RR N course extending from the 5-mile radius zone to 10 miles N of the RR and within 2 miles either side of the Dickinson VORTAC 015° radial extending from the 5-mile radius zone to 10 miles N of the VORTAC.

Dodge City, Kans.

Within a 5-mile radius of Dodge City Municipal Airport (Lat. 37°45'45" N, Long. 99°58'00" W), and within 2 miles either side of the Dodge City VOR 161° radial, extending from the 5-mile radius zone to the VOR.

Dothan, Ala.

Within a 5-mile radius of Dothan Municipal Airport.

Douglas, Ariz.

Within a 5-mile radius of Bisbee-Douglas International Airport (Lat. 31°28'00" N, Long. 109°36'10" W), and within 2 miles either side of the Douglas VOR 311° radial, extending from the 5-mile radius zone to 10 miles NW of the VOR.

Dover, Del.

Within a 6-mile radius of Dover AFB (Lat. 39°07'45" N, Long. 75°27'50" W); within 2 miles either side of the Dover AFB ILS localizer S course extending from the 6-mile radius zone to 10 miles S of the OM, and within 2 miles either side of the extended centerline of the Dover AFB Runway 13, extending from the 6-mile radius zone to 12 miles SE of the lift-off end of Runway 13. The portion within R-2803 shall be used only after obtaining prior approval from appropriate authority.

Duluth, Minn.

Within a 5-mile radius of Williamson-Johnson Airport, Duluth, Minn., (Lat. 46°50'35" N, Long. 92°11'35" W) and within 2 miles either side of the 198° bearing from the Duluth RBN extending from the 5-mile radius zone to 10 miles S of the RBN.

Dyersburg, Tenn.

Within a 5-mile radius of Dyersburg Municipal Airport (Lat. 36°00'00" N, Long. 89°24'20" W).

Eastover, S. C.

Within a 5-mile radius of McEntire ANG Base, Eastover, S. C.

Eau Claire, Wis.

Within a 5-mile radius of Eau Clare Municipal Airport (Lat. 44°51'50" N, Long. 91°29'10" W), and within 2 miles either side of the Eau Claire VOR 004° radial, extending from the 5-mile radius zone to 10 miles N of the VOR.

Edwards AFB, Calif.

Within a 5-mile radius of Edwards AFB (Lat. 34°54'20" N, Long. 117°52'55" W); within a 3-mile radius of Edwards AF Auxiliary North Base (Lat. 34°59'11" N, Long. 117°51'41" W); within 2 miles either side of the Edwards AFB VOR 239° radial, extending from the 5-mile radius zone to the VOR, and within 2 miles either side of the Edwards VOR 239° radial extending from the 5-mile radius zone to 8 miles SW of the airport.

El Centro, Calif.

Within a 5-mile radius of NAF El Centro (Lat. 32°49'20" N, Long. 115°40'15" W); within a 5-mile radius of Imperial County Airport, El Centro, Calif. (Lat. 32°50'10" N, Long. 115°34'30" W); and within 2 miles either side of the El Centro VORTAC 327° radial extending from the Imperial County 5-mile radius zone to the VORTAC.

El Dorado, Ark.

Within a 5-mile radius of Goodwin Airport, El Dorado, Ark., (Lat. 33°13'05" N, Long. 92°48'45" W), and within 2 miles either side of the El Dorado VOR 052° radial extending from the 5-mile radius zone to 8 miles NE of the VOR.

Elkins, W. Va.

Within a 5-mile radius of Elkins Municipal/Randolph County Airport (Lat. 38°53'25" N, Long. 79°51'25" W).

Elizabeth City, N. C.

Within a 3-mile radius of CGAS Elizabeth City and within 2 miles either side of the 133° bearing from the Weeksville, N. C., RBN extending from the 3-mile radius zone to 8 miles SE of the RBN.

Elko, Nev.

Within a 5-mile radius of Elko Municipal Airport (Lat. 40°49'35" N, Long. 115°47'20" W).

Elmira, N. Y.

Within a 5-mile radius of Chemung County Airport, Elmira, N. Y., (Lat. 42°09'40" N, Long. 76°53'40" W); within 2 miles either side of the Elmira VOR 055° and 235° radials, extending from the 5-mile radius zone 10 miles SW of the VOR, and within 2 miles either side of the Elmira RR SW course, extending from the 5-mi radius zone to 10 miles SW of the RR.

El Paso, Tex.

Within a 5-mile radius of El Paso International Airport (Lat. 31°48'35" N, Long. 106°22'55" W); within 2 miles either side of the 090° bearing from the El Paso RBN extending from the 5-mile radius zone to the Rio, Tex., RBN; within 2 miles either side of the 101° bearing from the El Paso RBN extending from the 5-mile ra zone to the Newman, Tex., VOR, and within 2 miles either side of a direct line from Biggs AFB (Lat. 31°51' 00" N, Long. 106°22'45" W) extending from the 5-mile radius zone to the Newman VOR, excluding the portion ou side the United States.

Ephrata, Wash.

Within a 3-mile radius of Ephrata Municipal Airport (Lat. 42°18'20" N, Long. 119°30'40" W).

El Toro, Calif.

Within a 5-mile radius of MCAS El Toro (Lat. 33°40'34" N, Long. 117°43'50" W); within 2 miles either side of the El Toro VOR 175° radial extending from the 5-mile radius zone to 8 miles S of the VOR, excluding the portion W of a line from Lat. 33°43'55" N, Long. 117°47'00" W to Lat. 33°39'50" N, Long. 117°49'00" W.

Enid, Okla.

Within a 5-mile radius of Vance AFB, Enid, Okla., (Lat. 36°20'20" N, Long. 97°55'00" W); within 2 miles either side of the Vance AFB TACAN 185° radial, extending from the 5-mile radius zone to 8 miles S of the TACAN, and within 2 miles either side of the Vance AFB VOR 134° radial, extending from the 5-mile radius zone to the VOR, from 0600 through 1800 hours local standard time Monday through Friday, and from 1300 through 1700 hours local standard time on Sunday.

Erie, Pa.

Within a 5-mile radius of Port Erie Airport (Lat. 42°04'56" N, Long. 80°10'44" W), within 2 miles either side of the Erie VORTAC 054° radial extending from the 5-mile radius zone to the VORTAC.

Eugene, Oreg.

Within a 3-mile radius of Mahlon-Sweet Field, Eugene, Oreg., (Lat. 44°07'25" N, Long. 123°13'05" W).

Evansville, Ind.

Within a 5-mile radius of Dress Memorial Airport, Evansville, Ind., and within 2 miles either side of the Dress Memorial Airport NE-SW runway centerline extending from the 5-mile radius zone to 10 miles NE of the Evansville OM.

Everett, Wash.

Within a 5-mile radius of Paine Fld., Everett, Wash., (Lat. 47°54'40" N, Long. 122°16'50" W); and within 2 miles either side of the 359° bearing from Paine Fld. extending from the 5-mile radius zone to the Paine RBN.

Fairbanks, Alaska (Eielson AFB)

Within a 5-mile radius of Eielson AFB, Fairbanks, Alaska (Lat. 64°39'55" N, Long. 147°05'55" W).

Fairbanks, Alaska (Fairbanks International Airport-Wainwright AAF)

Within a 5-mile radius of Fairbanks International Airport (Lat. 64°49'09" N, Long. 147°51'14" W); within a 5-mile radius of Wainwright AAF (Lat. 64°50'22" N, Long. 147°38'05" W), within 2 miles either side of the Fairbanks International Airport ILS localizer NE and SW courses extending from the Fairbanks International Airport 5-mile radius zone to the OM and from the 5-mile radius zone to 6 miles SW of the ILS localizer.

Fairfield, Calif.

Within a 5-mile radius of Travis AFB, Fairfield, Calif., TACAN (Lat. 38°15'04" N, Long. 121°56'15" W). and within 2 miles either side of the Travis VOR 229° radial extending from the VOR to 25 miles SW of the VOR.

Fallon, Nev.

Within a 5-mile radius of NAAS Fallon (Lat. 39°25'10" N, Long. 118°42'00" W).

Falmouth, Mass.

Within a 5-mile radius of Otis AFB, Falmouth, Mass., (Lat. 41°38'54" N, Long. 70°31'12" W); within 2 miles either side of the 127° and 307° bearings from the AFB extending from the 5-mile radius zone to 9 miles SE and NW of the AFB; within 2 miles either side of the Otis AFB TACAN 030° and 224° radials extending from the 5-mile radius zone to 8 miles NE and SW of the TACAN; and within 2 miles either side of the TACAN 139° and 299° radials extending from the 5-mile radius zone to 7 miles SE and NW of the TACAN. The portion within R-4101 and R-4103 shall be used only after obtaining prior approval from appropriate authority.

Farewell, Alaska

Within a 5-mile radius of Farewell Airport (Lat. 62°30'25" N, Long. 153°53'25" W).

Fargo, N. Dak.

Within a 5-mile radius of Hector Field, Fargo, N. Dak., (Lat. 46°55'04" N, Long. 96°48'58" W); within 2 miles either side of the 089° bearing from the Fargo RBN extending from the 5-mile radius zone to 12 miles E of the RBN, and within 2 miles either side of the Fargo ILS localizer S course extending from the 5-mile radius zone to 12 miles S of the OM.

Farmington, N. Mex.

Within a 5-mile radius of Farmington Municipal Airport (Lat. 36°44'35" N, Long. 108°13'46" W) and within 2 miles either side of the Farmington VORTAC 266° radial, extending from the 5-mile radius zone to the VORTAC.

Fayetteville, Ark.

Within a 5-mile radius of Fayetteville Municipal - Drake Field (Lat. 36°00'15" N, Long. 94°10'05" W).

Fayetteville, N. C.

Within a 5-mile radius of Grannis Field, Fayetteville, N. C., and within 2 miles either side of the 211° bearing from the Fayetteville RBN extending from the 5-mile radius zone to 10 miles SW of the RBN.

Findlay, Ohio

Within a 5-mile radius of Findlay Airport; within 2 miles either side of the 178° bearing from the Findlay RBN extending from the 5-mile radius zone to 10 miles S of the RBN, and within 2 miles either side of the 229° bearing from the Findlay RBN extending from the 5-mile radius zone to 12 miles SW of the Findlay VOR.

Flint, Mich.

Within a 5-mile radius of Bishop Airport, Flint, Mich., (Lat. 42°57'55" N, Long. 83°44'30" W); within 2 miles either side of the 268° bearing from the airport extending from the 5-mile radius zone to 10 miles W of the Flint ILS OM and within 2 miles either side of the Flint VORTAC 186° and 280° radials extending from the 5-mile radius zone to 12 miles S and W of the VORTAC.

Florence, S. C.

Within a 5-mile radius of Florence Municipal Airport; within 2 miles either side of the Florence RR SE course extending from the 5-mile radius zone to 10 miles SE of the RR, and within 2 miles either side of the Florence VOR 051° and 231° radials, extending from the 5-mile radius zone to 10 miles NE of the VOR.

Fort Bragg, N. C.

Within a 5-mile radius of Pope AFB, Fort Bragg, N. C., (Lat. 35°10'15" N, Long. 79°00'55" W); within 2 miles either side of the Pope VOR 227° radial extending from the 5-mile radius zone to the VOR, and within 2 miles either side of the Pope TACAN 037° radial extending from the 5-mile radius zone to 9 miles NE of the TACAN, excluding that portion SE of a line from Lat. 35°11'55" N, Long. 78°56'05" W, to Lat. 35°05'55" N, Long. 79° 00'50" W, and excluding the portion within R-5311.

Fort Hood, Tex.

Within a 5-mile radius of Fort Hood AAF (Lat. 31°08'15" N, Long. 97°42'50" W), from 0600 to 2200 hours local standard time, daily, excluding the portion within R-6302.

Fort Knox, Ky.

Within a 5-mile radius of Godman AAF, Fort Knox, Ky., (Lat. 85°58'15" N, Long. 37°54'25" W), and within 2 miles either side of the 354° bearing from the Fort Knox RBN extending from the 5-mile radius zone to 12 miles N of the RBN.

Fort Lauderdale, Fla.

Within a 5-mile radius of Broward County International Airport, Fort Lauderdale, Fla., (Lat. 26°04'20" N, Long. 80°09'10" W), within 2 miles either side of the 135° bearing from the Fort Lauderdale RBN extending from the 5-mile radius zone to the RBN.

Fort Lewis, Wash.

Within a 5-mile radius of Gray AAF, Fort Lewis, Wash., (Lat. 47°04'55" N, Long. 122°34'55" W) excluding the portion within the Tacoma, Wash., control zone. The portions within R-6703 and R-6704 shall be used only after obtaining prior approval from appropriate authority.

Fort Myers, Fla.

Within a 5-mile radius of Page Field, Fort Myers, Fla., (Lat. 26°35'10" N, Long. 81°51'50" W), excluding the portion within a 1-mile radius of the Cape Coral Airstrip, Fort Myers, Fla., (Lat. 26°33'56" N, Long. 81°57'07" W); within 2 miles either side of the Fort Myers VOR 215° radial extending from the 5-mile radius zone to 8 miles SW of the VOR; and within 2 miles either side of the 040° and 220° bearings from the Fort Myers RBN extending from the 5-mile radius zone to 8 miles SW of the RBN.

Fort Rucker, Ala.

Within a 5-mile radius of Cairns AAF, Fort Rucker, Ala., (Lat. 31°16'40" N, Long. 85°42'50" W); within 2 miles either side of the Cairns AAF Runway 6/24 extended centerline extending from the 5-mile radius zone to 15 miles SW of the approach end of Runway 24, excluding the portion within R-2103.

Fort Smith, Ark.

Within a 5-mile radius of Fort Smith Municipal Airport (Lat. 35°20'10" N, Long. 94°22'10" W); within 2 miles either side of the Fort Smith VORTAC 234° radial, extending from the 5-mile radius zone to the VORTAC, and within 2 miles either side of the Fort Smith ILS localizer E course extending from the 5-mile radius zone to the OM.

Fort Wayne, Ind.

Within a 5-mile radius of Baer Field, Fort Wayne, Ind.; within 2 miles either side of the Fort Wayne RR SW course extending from the 5-mile radius zone to 10 miles SW of the RR; within 2 miles either side of the Fort Wayne ILS localizer SE course extending from the 5-mile radius zone to 12 miles SE of the OM, and within 2 miles either side of the Fort Wayne VORTAC 103°, 232°, 259° and 325° radials extending from the 5-mile radius zone to 12 miles E, SW, W and NW of the VORTAC.

Fort Worth, Tex. (Carswell AFB)

That airspace beginning at Lat. 32°35'30" N, Long. 97°24'30" W, to Lat. 32°35'30" N, Long. 97°32'32" W, to Lat. 32°59'55" N, Long. 97°32'30" W, to Lat. 32°59'45" N, Long. 97°24'30" W, to Lat. 32°58'10" N, Long. 97° 23'45" W, to Lat. 32°42'25" N, Long. 97°24'00" W, to point of beginning.

Fort Worth, Tex. (Greater Fort Worth International Airport/Amon Carter Field)

Within a 5-mile radius of Meacham Field, Fort Worth, Tex., (Lat. 32°49'00" N, Long. 97°21'35" W); within 2 miles either side of the Fort Worth RR S course extending from the 5-mile radius zone to the INT of the 255° bearing from the Dallas, Tex., RBN; the airspace bounded on the E by a line 2 miles E of and parallel to a line extending from the center of Meacham Field through the Haslett RBN, on the N by Lat. 32°59'45" N and on the W by the Fort Worth (Carswell AFB) control zone; within 3 miles either side of a line extending from the center of Amon Carter Field to the center of Meacham Field and the airspace bounded by a line extending from Lat. 32°52'07" N, Long. 97°08'50" W, to Lat. 32°56'30" N, Long. 97°03'10" W, to Lat. 32°49'40" N. Long. 96°55'45" W, thence extending along and bounded on the E by the W boundary of the Dallas. Tex. Lat. 32°39'00" N, Long. 97°02'10" W to Lat. 32°41'00" N, Long. 97°08'30" W to Lat. 32°46'20" N, Long. 97°06' (Love Field), control zone to Lat. 32°39'35" N, Long. 96°54'15" W to Lat. 32°39'00" N, Long. 96°54'20" W, to 05" W, thence clockwise along a 5-mile radius circle centered at Amon Carter Field to Lat. 32°47'04" N, Long. 97°06'58" W.

Fresno, Calif. (Chandler Municipal Airport)

From 0700 - 2300 hours local time, daily, within a 5-mile radius of Chandler Municipal Airport (Lat. 36° 43'55" N, Long. 119°49'05" W) and within 2 miles either side of the 152° bearing from the Fresno RBN extending from the 5-mile radius zone to 8 miles SE of the RBN, excluding the portion within the Fresno (Fresno Air Terminal) control zone.

Fresno, Calif., (Fresno Air Terminal)

Within a 5-mile radius of Fresno Air Terminal (Lat. 36°46'25" N, Long. 119°42'35" W) and within 2 miles either side of the Fresno VORTAC 149° radial extending from the 5-mile radius zone to the VORTAC.

Fullerton, Calif.

Within a 3-mile radius of Fullerton Municipal Airport (Lat. 33°52'20" N, Long. 117°58'45" W), excluding that portion within the Long Beach, Calif., control zone.

Gage, Okla.

Within a 5-mile radius of Gage Airport (Lat. 36°17'45" N, Long. 99°46'30" W) and within 2 miles either side of the Gage VORTAC 299° and 119° radials, extending from the 5-mile radius zone to 10 miles NW of the VORTAC.

Galena, Alaska
Within a 5-mile radius of Galena Airport (Lat. 64°44'10" N, Long. 156°56'00" W).

Galveston, Tex.
Within a 5-mile radius of Scholes Field, Galveston, Tex., (Lat. 29°15'55" N, Long. 94°51'35" W); within 2 miles either side of the 131° bearing from the Galveston RBN extending from the 5-mile radius zone to the RBN and within 2 miles either side of the Galveston VOR 119° radial extending from the 5-mile radius zone to the VOR.

Garden City, Kans.
Within a 5-mile radius of New Garden City Airport (Lat. 37°56'08" N, Long. 100°43'46" W); within 2 miles either side of the 144° bearing from the Garden City RR extending from the 5-mile radius zone to the RR and within 2 miles either side of the Garden City VORTAC 004° and 171° radials extending from the 5-mile radius zone to 12 miles N and S of the VORTAC.

Glasgow, Mont.
Within a 5-mile radius of Glasgow AFB (Lat. 48°25'00" N, Long. 106°31'40" W); within 2 miles either side of the Glasgow ILS localizer SE course extending from the 5-mile radius zone to the OM, within 2 miles either side of the Glasgow VOR 302° radial extending from the 5-mile radius zone to 12 miles NW of the VOR, and within 2 miles either side of the Glasgow AFB TACAN 285° radial extending from the 5-mile radius zone to 8 miles W of the TACAN. The portion within R-4601 shall be used only after obtaining prior approval from appropriate authority.

Glens Falls, N. Y.
Within a 5-mile radius of Warren County Airport, Glens Falls, N. Y., (Lat. 43°20'35" N, Long. 73°36'45" W).

Glenview, Ill.
Within a 5-mile radius of NAS Glenview (Lat. 42°05'21" N, Long. 87°49'07" W); within 2 miles either side of the Glenview RR NW course extending from the 5-mile radius zone to 12 miles NW of the RR, and within 2 miles either side of the Northbrook, Ill., VORTAC 158° radial, extending from the Glenview 5-mile radius zone and the Chicago-O'Hare, Ill., 6-mile radius zone to the VORTAC, excluding the portion within the Chicago-O'Hare, Ill., control zone.

Goldsboro, N. C.
Within a 5-mile radius of Seymour-Johnson AFB, Goldsboro, N. C., and within 2 miles either side of the 261° bearing from the AFB extending from the 5-mile radius zone to 2 miles SW of the Seymour-Johnson AFB RBN.

Grand Forks, N. Dak. (Grand Forks International Airport)
Within a 5-mile radius of Grand Forks International Airport (Lat. 47°55'40" N, Long. 97°05'45" W); within 2 miles either side of the Grand Forks RR S course extending from the 5-mile radius zone to 12 miles S of the RR and within 2 miles either side of the Grand Forks VOR 340° radial extending from the 5-mile radius zone to the VOR.

Grand Forks, N. Dak. (Grand Forks AFB)
Within a 5-mile radius of Grand Forks AFB (Lat. 47°57'40" N, Long. 97°24'00" W) and within 2 miles either side of the Grand Forks AFB ILS localizer S course extending from the 5-mile radius zone to 12 miles S of the OM.

Grand Junction, Colo.
Within a 5-mile radius of Walker Field, Grand Junction, Colo., (Lat. 39°07'05" N, Long. 108°31'10" W), and within 2 miles either side of the Grand Junction ILS localizer NW course extending from the 5-mile radius zone to 10 miles NW of the localizer.

Grand Island, Nebr.
Within a 5-mile radius of Grand Island Airport (Lat. 40°58'04" N, Long. 98°18'51" W), and within 2 miles E and 3 miles W of the Grand Island VOR 360° radial, extending from the 5-mile radius zone to 12 miles N of the VOR.

Grand Prairie, Tex.
That airspace bounded on the W, N and E by the Amon Carter Field, Fort Worth, Tex., control zone and Dallas, Tex., control zone, and on the S by a line extending from the SE corner of the Amon Carter Field control zone to the SW corner of the Dallas control zone.

Grand Rapids, Mich.
Within a 6-mile radius of Kent County Airport, Grand Rapids, Mich., and within 2 miles either side of the Grand Rapids RR SE course, extending from the 6-mile radius zone to 12 miles SE of the RR.

Grandview, Mo.
Within a 5-mile radius of Richards-Gebaur AFB, Grandview, Mo., (Lat. 38°50'50" N, Long. 94°33'20" W), and within 2 miles either side of the Grandview ILS localizer S course, extending from the 5-mile radius zone to the OM. The portions N of Lat. 38°52'30" N, and W of Long. 94°35'50" W are excluded.

Great Falls, Mont.
Within a 5-mile radius of Great Falls International Airport, (Lat. 47°29'00" N, Long. 111°22'00" W); within a 5-mile radius of Malmstrom AFB, Great Falls, Mont., and within 2 miles either side of lines extending from the Great Falls International Airport OM to the Great Falls International Airport and to the Malmstrom AFB.

Green Bay, Wis.
Within a 5-mile radius of Austin-Straubel Airport, Green Bay, Wis., (Lat. 44°29'17" N, Long. 88°07'50" W); within 2 miles either side of the Green Bay VORTAC 146° radial extending from the 5-mile radius zone to the VORTAC and within 2 miles either side of the 059° bearing from the Green Bay RBN, extending from the 5-mile radius zone to the RBN.

Greensboro, N. C.
Within a 5-mile radius of Greensboro-High Point Airport (Lat. 36°05'36" N, Long. 79°56'34" W), and within 2 miles either side of the Greensboro VOR 207° radial extending from the 5-mile radius zone to 12 miles SW of the VOR, excluding the portion within the Winston-Salem, N. C., control zone.

Greenville, S. C.
Within a 5-mile radius of Greenville Airport (Lat. 34°50'50" N, Long. 82°21'05" W); within a 5-mile radius of the Donaldson AFB, Greenville, S. C., (Lat. 34°45'00" N, Long. 82°22'00" W); within a 5-mile radius of Greenville-Spartanburg Airport, Greer, S. C., (Lat. 34°53'48" N, Long. 82°13'04" W); within 2 miles either side of the 219° bearing from the Greenville ILS OM extending from the Donaldson AFB 5-mile radius zone to 12 miles SW of the Greenville OM, and within 2 miles either side of the Greenville-Spartanburg ILS localizer SW course extending from the Greenville-Spartanburg 5-mile radius zone to the Greenville-Spartanburg OM.

Greenwood, Miss.
Within a 5-mile radius of Greenwood Municipal Airport (Lat. 33°29'20" N, Long. 90°04'55" W); within 2 miles either side of the Greenwood RR E course extending from the 5-mile radius zone to 10 miles E of the RR and within 2 miles either side of the Greenwood VOR 066° and 246° radials extending from the 5-mile radius zone to 10 miles SW of the VOR.

Grosse Ile, Mich.
Within a 5-mile radius of NAS Grosse Ile (Lat. 42°05'55" N, Long. 83°09'40" W), excluding the portion outside the United States.

Guam Island (Anderson AFB)
Within a 5-mile radius of Anderson AFB (Lat. 13°35'00" N, Long. 144°55'00" E) and within 2 miles either side of the Anderson VOR 064° radial extending from the 5-mile radius zone to the Anderson VOR, excluding the portion within the Guam Island (NAS Agana) control zone.

Guam Island (NAS Agana)
Within a 5-mile radius of NAS Agana (Lat. 13°29'00" N, Long. 144°47'00" E), and within 2 miles either side of the Agana VOR 244° radial extending from the 5-mile radius zone to 12 mile SW of the VOR.

Gulfport, Miss.
Within a 5-mile radius of Gulfport Municipal Airport (Lat. 30°24'25" N, Long. 89°04'20" W) and within 2 miles either side of the Gulfport VOR 325° radial extending from the 5-mile radius zone to 12 miles NW of the VOR, excluding the portion within the Biloxi, Miss., control zone.

Gulkana, Alaska
Within a 5-mile radius of Gulkana Airport (Lat. 62°09'20" N, Long. 145°27'15" W) and within 2 miles either side of the Gulkana RR N course extending from the 5-mile radius zone to 12 miles N of the RR.

Gustavus, Alaska
Within a 5-mile radius of Gustavus Airport (Lat. 58°25'35" N, Long. 135°42'50" W).

Hampton Roads, Va.
Within a 5-mile radius of Langley AFB, Hampton Roads, Va., and within 2 miles either side of the Langley AFB Runway 25 extended centerline, extending from the 5-mile radius zone to 6 miles SW of the Morrison RBN.

Harrisburg, Pa.

Within a 5-mile radius of Harrisburg-York State Airport (Lat. 40°12'59" N, Long. 76°51'03" W); within a 5-mile radius of the Olmsted AFB (Lat. 40°11'39" N, Long. 76°45'39" W); within 2 miles either side of the Harrisburg VORTAC 100° radial extending from the Harrisburg-York State Airport 5-mile radius zone to the VORTAC. and within 2 miles either side of the Harrisburg-York State Airport ILS localizer SW course extending from the 5-mile radius zone to the OM.

Hartford, Conn.

Within a 5-mile radius of Brainard Field, Hartford, Conn., and within 2 miles either side of the Hartford RR SE course extending from the 5-mile radius zone to 10 miles SE of the RR.

Hayward, Calif.

Within a 5-mile radius of Hayward Airport (Lat. 37°39'30" N, Long. 122°06'45" W), excluding that portion within the Oakland, Calif., control zone.

Helena, Mont.

Within a 5-mile radius of Helena County - City Airport (Lat. 46°36'24" N, Long. 111°59'19" W).

Hickory, N. C.

Within a 5-mile radius of Hickory Airport, and within 2 miles either side of the Hickory VOR 223° and 043° radials extending from the 5-mile radius zone to 5 miles NE of the VOR.

Hilo, Hawaii

Within a 5-mile radius of General Lyman Airport, Hilo, Hawaii and within 2 miles either side of the Hilo RR E course extending from the 5-mile radius zone to 10 miles E of the RR.

Hobart, Okla.

Within a 3-mile radius of Hobart Airport and within 2 miles either side of the 183° bearing from the Hobart Airport extending from the 3-mile radius zone to 12 miles S of the airport.

Hobbs, N. Mex.

Within a 5-mile radius of Lea County Airport, Hobbs, N. Mex., (Lat. 32°41'19" N, Long. 103°13'01" W); within a 2-mile radius of the Hobbs Municipal Airport (Lat. 32°46'05" N, Long. 103°12'50" W) and within 2 miles either side of the Hobbs VOR 225° radial extending from the 5-mile radius zone to the VOR.

Homer, Alaska

Within a 5-mile radius of Homer Airport (Lat. 59°38'35" N, Long. 151°28'55" W).

Homestead, Fla.

Within a 5-mile radius of Homestead AFB (Lat. 25°29'15" N, Long. 80°23'10" W) and within 2 miles either side of the centerline of the NE/SW runway extending from the 5-mile radius zone to 10 miles SW of the Homestead VOR.

Honolulu, Hawaii

Within a 5-mile radius of Honolulu International Airport (Lat. 21°19'35" N, Long. 157°55'40" W); within a 3-mile radius of NAS Barbers Point and within 2 miles either side of the Honolulu RR W course extending from the RR to 10 miles W of the RR.

Hopkinsville, Ky.

Within a 5-mile radius of Campbell AAF, Hopkinsville, Ky., (Lat. 36°40'11" N, Long. 87°29'13" W) and within 2 miles either side of the Campbell VOR 044° and 224° radials extending from the 5-mile radius zone to 10 miles NE of the VOR. The portion of this control zone within R-3702 and R-3703 shall be used only after obtaining prior approval from appropriate authority.

Hoquiam, Wash.

Within a 5-mile radius of Bowerman Airport, Hoquiam, Wash., (Lat. 46°58'16" N, Long. 123°56'08" W) and within 2 miles either side of the Hoquiam VOR 059° radial extending from the 5-mile radius zone to the VOR.

Hot Springs, Ark.

Within a 5-mile radius of Memorial Field, Hot Springs, Ark., (Lat. 34°28'41" N, Long. 93°05'44" W) and within 2 miles either side of the Hot Springs VOR 247° radial extending from the 5-mile radius zone to 12 miles SW of the VOR.

Houghton, Mich.

Within a 5-mile radius of Houghton-County Memorial Airport (Lat. 47°10'00" N, Long. 88°29'20" W), and within 2 miles either side of the 018° bearing from the Houghton RBN extending from the 5-mile radius zone to 10 miles N of the RBN.

Houlton, Maine

Within a 5-mile radius of Houlton International Airport (Lat. 46°07'25" N, Long. 67°47'40" W).

Houston, Tex.

Within a 5-mile radius of Houston International Airport (Lat. 29°38'40" N, Long. 95°16'30" W); within a 5-mile radius of Ellington AFB, Houston, Tex., (Lat. 29°36'25" N, Long. 95°09'20" W); within 2 miles either side of the 138° bearing of the Houston RBN extending from the Houston International Airport 5-mile radius zone to 12 miles SE of the RBN, and within 2 miles either side of the 043° bearing of the Pearland, Tex., RBN, extending from the Ellington AFB 5-mile radius zone to the RBN.

Huntington, W. Va.

Within a 5-mile radius of Tri-State Airport, Huntington, W. Va.; within a 5-mile radius of Huntington Downtown Airport, Chesapeake, Ohio; within 2 miles either side of the 253° bearing from the Huntington RBN extending from the Tri-State Airport 5-mile radius zone to 10 miles W of the RBN, and within 2 miles either side of the Tri-State Airport ILS localizer NW course extending from the Tri-State 5-mile radius zone to the OM.

Huntsville, Ala.

Within a 6-mile radius of Huntsville Airport excluding the portion within R-2104.

Huron, S. Dak.

Within a 5-mile radius of Huron Municipal Airport; within 2 miles either side of the Huron RR SW course extending from the 5-mile radius zone to the INT of the Pierre, S. Dak., RR E course, and within 2 miles either side of the Huron ILS localizer NW course extending from the 5-mile radius zone to 12 miles NW of the OM.

Hutchinson, Kans.

Within a 5-mile radius of Hutchinson Municipal Airport (Lat. 38°04'00" N, Long. 97°51'35" W); within an 8-mile radius of the Hutchinson ANG Base (Lat. 37°55'35" N, Long. 97°54'20" W), and within 2 miles either side of the Hutchinson VORTAC 222° radial extending from the Hutchinson ANG Base 8-mile radius zone to 12 miles SW of the VORTAC.

Hyannis, Mass.

Within a 3-mile radius of Barnstable Airport, Hyannis, Mass. and within 2 miles either side of the 048° bearing from the airport extending from the 3-mile radius zone to 10 miles NE of the airport, excluding the portion beyond the shoreline.

Idaho Falls, Idaho

Within a 5-mile radius of Fanning Field, Idaho Falls, Idaho, (Lat. 43°31'05" N, Long. 112°04'05" W); within 2 miles either side of the Idaho Falls VOR 030° and 223° radials extending from the 5-mile radius zone to 15 miles NE and 12 miles SW of the VOR, and within a 1-mile radius of the Rigby, Idaho, Airport (Lat. 43°38'45" N, Long. 111°55'45" W).

Iliamna, Alaska

Within a 5-mile radius of the Iliamna Airport (Lat. 59°45'08" N, Long. 154°54'38" W) and within 2 miles either side of the Iliamna RR S course, extending from the 5-mile radius zone to a point 12 miles S of the RR.

Indianapolis, Ind.

Within a 5-mile radius of the Weir Cook Municipal Airport, Indianapolis, Ind., (Lat. 39°43'42" N, Long. 86°17'04" W); and within 2 miles either side of the Indianapolis VORTAC 142° radial extending from the 5-mile radius zone to the VORTAC.

International Falls, Minn.

Within a 5-mile radius of the Falls International Airport, International Falls, Minn., (Lat. 48°33'58" N, Long. 93°24'07" W), and within 2 miles either side of the International Falls VOR 133° radial extending from the 5-mile radius zone to 8 miles SE of the VOR, excluding the portion outside the United States.

Islip, N. Y.

Within a 5-mile radius of the McArthur Airport, Islip, N. Y., (Lat. 40°47'50" N, Long. 73°06'00" W), and within 2 miles either side of the Islip ILS localizer SW course, extending from the 5-mile radius zone to 8.2 miles SW of the OM.

Ithaca, N. Y.

Within a 5-mile radius of the Tompkins County Airport, Ithaca, N. Y., (Lat. 42°29'25" N, Long. 76°27'30" W) and within 2 miles either side of the Ithaca VOR 305° radial extending from the 5-mile radius zone to 12 miles NW of the VOR, excluding the area bounded by a line parallel to and 1,500 feet E of the Ithaca Municipal Airport runway and a line .5 mile N of the runway at 090° to the extended centerline of the runway. This control zone is effective from 0600 to 2300 hours Monday through Friday, 0600 to 2100 hours Saturdav and 0900 to 2300 hours Sunday, local time.

Jackson, Mich.

Within a 5-mile radius of Reynolds Airport, Jackson, Mich.; within 2 miles either side of the 313° bearing from the Jackson RBN, extending from the 5-mile radius zone to 12 miles NW of the RBN; within 2 miles either side of the Jackson VOR 044° radial extending from the 5-mile radius zone to 12 miles NE of the VOR, and within 2 miles either side of the Jackson VOR 238° radial extending from the 5-mile radius zone to 12 miles SW of the VOR.

Jackson, Miss.

Within a 5-mile radius of the Hawkins Field, Jackson, Miss., (Lat. 32°20'01" N, Long. 90°13'19" W); within 2 miles either side of the 002° bearing from the Jackson RBN extending from the 5-mile radius zone to 12 miles N of the RBN, and within 2 miles either side of the Jackson VORTAC 194° radial extending from the 5-mile radius zone to the VORTAC.

Jackson, Tenn.

Within a 5-mile radius of McKellar Field, Jackson, Tenn., (Lat. 35°35'55" N, Long. 88°54'55" W), and within 2 miles either side of the 022° bearing from the Martin, Tenn., RBN extending from the 5-mile radius zone to the RBN.

Jacksonville, Fla. (Imeson Airport)

Within a 5-mile radius of the Imeson Airport (Lat. 30°25'17" N, Long. 81°38'15" W); within 2 miles either side of the Jacksonville VORTAC 064° radial extending from the 5-mile radius zone to 10 miles NE; within 2 miles either side the 090° bearing from the Jacksonville RBN extending from the 5-mile radius zone to 10.3 miles E of the RBN; within a 3-mile radius of NAS Mayport (Lat. 30°23'45" N, Long. 81°25'16" W) and within 2 miles either side of the 051° bearing from the NAS Mayport RBN extending from the 3-mile radius zone to 10 miles NE.

Jacksonville, Fla. (NAS Jacksonville and Cecil)

Within a 5-mile radius of NAS Jacksonville (Lat. 30°14'00" N, Long. 81°41'00" W); within a 5-mile radius of NAS Cecil, Fla., (Lat. 30°13'00" N, Long. 81°52'45" W); within 2 miles either side of the NAS Cecil VOR 271° radial extending from the NAS Cecil 5-mile radius zone to 12 miles W of the VOR; within 2 miles either side of the NAS Cecil VOR 181° radial extending from the NAS Cecil 5-mile radius zone to 12 miles S of the VOR; within 2 miles either side of the NAS Cecil VOR 084° radial, extending from the NAS Cecil 5-mile radius zone to the NAS Jacksonville 5-mile radius zone; within 2 miles either side of the NAS Jacksonville TACAN 271° radial extending from the NAS Jacksonville 5-mile radius zone to the NAS Cecil 5-mile radius zone; within 2 miles either side of the NAS Jacksonville TACAN 097°, 127° and 231° radials extending from the NAS Jacksonville 5-mile radius zone to 6 miles E, SE and SW of the TACAN, excluding the portion within a 1-mile radius of Herlong Airport (Lat. 36°16'30" N, Long. 81°48'20" W).

Jacksonville, N. C.

Within a 3-mile radius of the New River MCAF, Jacksonville, N. C., (Lat. 34°42'25" N, Long. 77°26'35" W) and within 2 miles either side of the 046° and 226° bearings from the New River RBN extending from the 3-mile radius zone to 12 miles NE and SW of the RBN, excluding the portion within R-5306C. The portion within R-5307 shall be used only after obtaining prior approval from appropriate authority.

Jamestown, N. Dak.

Within a 5-mile radius of Jamestown Airport; within 2 miles either side of the Jamestown RR E course extending from the 5-mile radius zone to 10 miles E of the RR and within 2 miles either side of the Jamestown VOR 191° and 011° radials extending from the 5-mile radius zone to 10 miles S of the VOR.

Janesville, Wis.

Within a 5-mile radius of Rock County Airport, Janesville, Wis., (Lat. 42°37'12" N, Long. 89°02'25" W) from 0500 to 2300 hours, local time, daily.

Johnstown, Pa.

Within a 5-mile radius of Johnstown-Cambria County Airport (Lat. 40°18'55" N, Long. 78°50'00" W), and within 2 miles either side of the Johnstown VOR 215° radial extending from the 5-mile radius zone to 12 miles SW of the VOR, from 0800 from to 2200 hours e.s.t., daily.

Joliet, Ill.

Within a 5-mile radius of Joliet Municipal Airport (Lat. 41°31'05" N, Long. 88°10'30" W) and within 2 miles either side of the Joliet VORTAC 104° and 284° radials, extending from the 5-mile radius zone to 12 miles W of the VORTAC.

Junction, Tex.

Within a 5-mile radius of Kimble County Airport, Junction, Tex., and within 2 miles either side of the Junction VOR 150° radial extending from the 5-mile radius zone to the VOR.

Juneau, Alaska

Within a 5-mile radius of Juneau Municipal Airport (Lat. 58°21'30" N, Long. 134°35'00" W).

Kahului, Hawaii

Within a 5-mile radius of Kahului Airport (Lat. 20°54'00" N, Long. 156°26'00" W); within 2 miles either side of the Maui, Hawaii, RR N course extending from the 5-mile radius zone to the RR, and within 2 miles either side of the Maui VOR 038° and 204° radials extending from the 5-mile radius zone to 12 miles NE and SW of the VOR.

Kalamazoo, Mich.

Within a 5-mile radius of Kalamazoo Airport (Lat. 42°14'07" N, Long. 85°33'10" W); within 2 miles either side of the Kalamazoo VOR 001° radial extending from the 5-mile radius zone to 8 miles N of the VOR, and within 2 miles either side of the Kalamazoo VOR 167° radial extending from the 5-mile radius to 8 miles S of the VOR from 0700 to 2300 hours, local time, daily.

Kaneohe, Hawaii

That airspace extending upward to 5,000 feet within a 3-mile radius of MCAF Kaneohe Bay (Lat. 21°27'30" N, Long. 157°46'30" W), and within 2 miles either side of the 011° bearing from the MCAS extending from the 3-mile radius zone 16 miles N of the MCAF.

Kansas City, Mo.

Within a 5-mile radius of Kansas City Municipal Airport (Lat. 39°07'20" N, Long. 94°35'30" W); within 2 miles either side of the Kansas City ILS localizer N course, extending from the 5-mile radius zone to the OM and within 2 miles either side of the Kansas City VORTAC 185° radial extending from the 5-mile radius zone to the VORTAC.

Kenai, Alaska

Within a 5-mile radius of Kenai Airport (Lat. 60°33'50" N, Long. 151°15'00" W); within 2 miles either side of the Kenai RR NE course extending from the 5-mile radius zone to 12 miles NE of the RR, and within 2 2 miles either side of the Kenai VOR 025° radial extending from the 5-mile radius zone to 12 miles NE of the VOR.

Key West, Fla.

Within a 5-mile radius of Key West International Airport; within a 5-mile radius of NAS Boca Chica, Key West; within 2 miles either side of the Key West RR W course extending from the Key West 5-mile radius zone to 10 miles W of the RR; within 2 miles either side of the 242° bearing from the Key West RR extending from the Key West 5-mile radius zone to 10 miles SW of the RR, and within 2 miles either side of the Key West VOR 313° and 273° radials extending from the Key West 5-mile radius zone to 10 miles NW and W of the VOR.

Killeen, Tex.

Within a 5-mile radius of Gray AFB, Killeen, Tex., (Lat. 31°04'20" N, Long. 97°49'45" W), and within 2 miles either side of the extended centerline of runway 15/33, extending from the 5-mile radius zone to 8 miles NW and SE of the AFB, excluding the portion within the Fort Hood, Tex., control zone. This control zone shall be effective as specified in a Notice to Airmen issued no less than 24 hours in advance.

King Salmon, Alaska

Within a 5-mile radius of the King Salmon Airport (Lat. 58°40'40" N, Long. 156°38'55" W); within 2 miles either side of the King Salmon VOR 132° and 312° radials extending from the 5-mile radius zone to 12 miles NW of the VOR and within 2 miles either side of the King Salmon TACAN 301° radial extending from the 5-mile radius zone to 11 miles NW of the TACAN.

Kingston, N. C.

Within a 5-mile radius of Stallings Field, Kingston, N. C., (Lat. 35°19'40" N, Long. 77°37'05" W), from 0700 to 2330 local time, daily.

Kirksville, Mo.

Within a 3-mile radius of Kirksville Airport and within 2 miles either side of the Kirksville VORTAC 316° and 136° radials extending from the 5-mile radius zone to 10 miles NW of the VORTAC.

Klamath Falls, Oreg.

Within a 5-mile radius of Kingsley Field, Klamath Falls, Oreg., (Lat. 42°09'25" N, Long. 121°43'55" W).

Knoxville, Tenn.

Within a 5-mile radius of McGhee-Tyson Airport, Knoxville, Tenn., (Lat. 35°48'42" N, Long. 83°59'35" W); within 2 miles either side of the Knoxville ILS localizer SW course extending from the 5-mile radius zone to the OM and within 2 miles either side of the Knoxville ILS NE course extending from the 5-mile radius zone to the INT of the ILS NE course and the Knoxville VORTAC 135° radial.

Kodiak, Alaska

Within a 5-mile radius of NAS Kodiak and within 2 miles either side of the Kodiak RR SW course extending from the 5-mile radius zone to the RR.

Kotzebue, Alaska

Within a 5-mile radius of Wien Memorial Airport, Kotzebue, Alaska, (Lat. 66°53'02" N, Long. 162°37'33" W), and within 2 miles either side of the 048° bearing from the Kotzebue RBN, extending from the 5-mile radius zone to 12 miles NE of the RBN.

Kwajalein Island

Within a 5-nmi radius of NAS Kwajalein (Lat. 8°45'00" N, Long. 167°45'00" E).

La Crosse, Wis.

Within a 5-mile radius of La Crosse Municipal Airport (Lat. 43°52'38" N, Long. 91°15'21" W); within 2 miles either side of the La Crosse RR NW and SE courses extending from the 5-mile radius zone to 12 miles NW of the RR; and within 2 miles either side of the La Crosse VOR 322° radial extending from the 5-mile radius zone to 12 miles NW of the VOR.

Lafayette, Ind.

Within a 5-mile radius of Purdue University Airport, Lafayette, Ind., (Lat. 40°24'46" N, Long. 86°55'57" W). within 2 miles either side of the Westpoint, Ind., VOR 038° radial extending from the 5-mile radius zone to the VOR; and within 2 miles either side of the Lafayette VOR 144° radial extending from the 5-mile radius zone to the VOR.

Lafayette, La.

Within a 5-mile radius of Lafayette Airport (Lat. 30°12'00" N, Long. 91°59'40" W); within 2 miles either side of the Lafayette ILS localizer N course, extending from the 5-mile radius zone to the OM; and within 2 miles either side of the Lafayette VOR 172° radial, extending from the 5-mile radius zone to 12 miles S of the VOR.

La Grange, Ga.

Within a 5-mile radius of Callaway Airport, La Grange, Ga. (Lat. 33°00'30" N, Long. 85°04'30" W), and within 2 miles either side of the 110° radial of the La Grange VOR 110° radial extending from the 5-mile radius zone to the VOR.

Lake Charles, La.

Within a 5-mile radius of Chennault AFB, Lake Charles, La. (Lat. 30°12'40" N, Long. 93°08'35" W); within 2 miles either side of the 191° bearing from the Lake Charles RBN extending from the 5-mile radius zone to 12 miles S of the RBN; within 2 miles either side of the Lake Charles VOR 334° radial extending from the VOR to the Lake Charles OM; and within 2 miles either side of the Chennault AFB TACAN 341° radial (Lat. 30°12'25" N, Long. 93°08'42" W) extending from the 5-mile radius zone to 9 miles NW of the TACAN.

Lakehurst, N. J.

Within a 5-mile radius of the INT of Runways 6/24 and 15/33 (Lat. 40°02'00" N, Long. 74°21'15" W) of NAS Lakehurst (Lat. 40°02'05" N, Long. 74°21'05" W), West Field; within 5 miles either side of the Runway 15/33. The portion within R-5001 shall be used only after obtaining prior approval from appropriate authority.

Lanai, Hawaii

Within a 5-mile radius of Lanai Airport (Lat. 20°47'30" N, Long. 156°57'00" W), from 1430 to 1815 hours local standard time, daily.

Lancaster, Pa.

Within a 5-mile radius of Lancaster Airport (Lat. 40°07'16" N, Long. 76°17'47" W); within 2 miles either side of the Lancaster VOR 128° radial extending from the 5-mile radius zone to 12 miles SE of the VOR and within 2 miles either side of the Lancaster VOR 260° radial extending from the 5-mile radius zone to 12 miles W of the VOR from 0700 to 2100 hours, local standard time, daily.

Lansing, Mich.

Within a 5-mile radius of Capital City Airport, Lansing, Mich., (Lat. 42°40'40" N, Long. 84°35'20" W); within 2 miles either side of the Lansing RR E course extending from the 5-mile radius zone to 12 miles E of the RR; within 2 miles either side of the Lansing VOR 232° radial extending from the 5-mile radius zone to 12 miles SW of the VOR; within 2 miles either side of the Lansing VOR 052° radial extending from the 5-mile radius zone to 12 miles NE of the INT of the NW course of the Lansing RR; within 2 miles either side of the Lansing ILS localizer E course extending from the 5-mile radius zone to 12 miles E of the OM, and within 2 miles either side of the ILS localizer W course extending from the 5-mile radius zone to 10 miles W of the INT of the Lansing VOR 358° radial.

Laramie, Wyo.

Within a 5-mile radius of General Brees Field, Laramie, Wyo.; within 2 miles either side of the Laramie RR NW course extending from the 5-mile radius zone to 10 miles NW of the RR, and within 2 miles either side of the Laramie VOR 332° radial extending from the 5-mile radius zone to 10 miles NW of the VOR.

Laredo, Tex.

Within a 10-mile radius of Laredo AFB and within 2 miles either side of the Laredo VORTAC 147° radial extending from the 10-mile radius zone to 10 miles SE of the VORTAC, excluding the portion outside the United States.

Las Vegas, N. Mex.

Within a 5-mile radius of Las Vegas Municipal Airport (Lat. 35°39'25" N, Long. 105°08'35" W).

Las Vegas, Nev. (McCarran Field)

Within a 5-mile radius of McCarran Field (Lat. 36°05'05" N, Long. 115°09'00" W), and within 2 miles SE and and 3 miles NW of the Las Vegas VORTAC 032° radial, extending from the 5-mile radius zone to 6.5 miles NE of the VORTAC.

Las Vegas, Nev. (Nellis AFB)

Within a 5-mile radius of Nellis AFB (Lat. 36°14'10" N, Long. 115°02'00" W), and within 2 miles SE and 3 miles NW of the Las Vegas VORTAC 032° radial, extending from the 5-mile radius zone to 6.4 miles SW of the airport.

Lawton, Okla.

Within a 5-mile radius of Lawton Municipal Airport (Lat. 34°34'15" N, Long. 98°24'55" W), excluding the portion within R-5601 and within 2 miles either side of the Lawton VOR 357° and 177° radials extending from the 5-mile radius zone to 10 miles S of the VOR.

Lebanon, N. H.

Within a 5-mile radius of Lebanon-Regional Airport (Lat. 43°37'35" N, Long. 72°18'10" W), and within 2 miles either side of the Lebanon VOR 231° radial, extending from the 5-mile radius zone to the VOR.

Lemoore, Calif.

Within a 5-mile radius of NAS Lemoore (Lat. 36°20'00" N, Long. 119°57'04" W); within 2 miles either side of the NAS Lemoore TACAN 356° and 156° radials extending from the 5-mile radius zone to 8 miles N and 9 miles SE of the TACAN, and within 2 miles either side of the extended centerline of runway 32R extending from the 5-mile radius zone to 7 miles NW of runway 32R.

Lewistown, Mont.

Within a 5-mile radius of Lewistown Airport (Lat. 47°03'00" N, Long. 109°28'30" W), and within 2 miles either side of the Lewistown VOR 090° radial, extending from the 5-mile radius zone to the VOR.

Lexington, Ky.
Within a 5-mile radius of Blue Grass Airport, Lexington, Ky., (Lat. 38°02'10" N, Long. 84°36'15" W); within 2 miles either side of the Lexington VORTAC 304° radial extending from the 5-mile radius zone to the VORTAC, and within 2 miles either side of the Lexington Blue Grass ILS localizer NE course, extending from the 5-mile radius zone to the INT of the localizer NE course with the Lexington VORTAC 340° radial.

Lihue, Hawaii
Within a 5-mile radius of Lihue Airport (Lat. 21°59'00" N, Long. 159°21'00" W) and within 2 miles either side of the Lihue VOR 041° radial, extending from the 5-mile radius zone to 12 miles NE of the VOR.

Limestone, Maine
Within a 6-mile radius of Loring AFB, Limestone, Maine, (Lat. 46°57'05" N, Long. 67°53'10" W); within 2 miles either side of a direct line extending between the Loring AFB and the Loring AFB VOR, and within 2 miles either side of a direct line between the Loring AFB and Lat. 46°44'46" N, Long. 68°04'01" W, excluding the portion within the Presque Isle, Maine, control zone and the portion outside the United States.

Lincoln, Nebr.
Within a 5-mile radius of Lincoln AFB (Lat. 40°50'35" N, Long. 96°45'42" W); within 2 miles either side of the Raymond, Nebr., VORTAC 195° and 015° radials, extending from the 5-mile radius zone to 12 miles NE of the VORTAC, and within 2 miles either side of the Lincoln ILS localizer S course extending from the 5-mile radius zone to 5 miles S of the OM.

Little Rock, Ark. (Adams Field)
Within a 5-mile radius of Adams Field (Lat. 34°43'45" N, Long. 92°13'45" W); within 2 miles either side of the Little Rock VORTAC 141° radial, extending from the 5-mile radius zone to 12 miles SE of the VORTAC, and within 2 miles either side of the Little Rock ILS localizer SW course, extending from the 5-mile radius zone to the OM.

Little Rock, Ark. (Little Rock AFB)
Within a 5-mile radius of Little Rock AFB and within 2 miles either side of the centerline of the Little Rock AFB NE/SW runway extending from the 5-mile radius zone to 19 miles NE of the runway end.

Lompoc, Calif.
Within a 5-mile radius of Vandenberg AFB, Lompoc, Calif., (Lat. 34°43'45" N, Long. 120°34'15" W), and within 2 miles SW of, and 3 miles NE of the Vandenberg VOR 316° radial extending from the 5-mile radius zone to the VOR, excluding that portion within R-2516.

London, Ky.
Within a 3-mile radius of London Airport and within 2 miles either side of the London VORTAC 027° and 207° radials, extending from the 3-mile radius zone to 10 miles SW of the VORTAC.

Long Beach, Calif.
Within a 5-mile radius of Long Beach Airport (Lat. 33°49'07" N, Long. 118°09'04" W); within a 5-mile radius of the NAS Los Alamitos, Calif., (Lat. 33°47'30" N, Long. 118°02'50" W), excluding the portion within a 1-mile radius of the Sunset Beach, Calif., Airport (Lat. 33°43'10" N, Long. 118°02'10" W).

Longview, Tex.
Within a 5-mile radius of Gregg County Airport, Longview, Tex., (Lat. 32°23'15" N, Long. 94°42'50" W), and within 2 miles either side of the Gregg County VOR 313° radial extending from the 5-mile radius zone to 12 miles NW of the VOR.

Los Angeles, Calif.
Within a 5-mile radius of Los Angeles International Airport (Lat. 33°56'18" N, Long. 118°24'25" W), excluding the portion N of a line between the points of INT of the circumference of this control zone and the circumference of the Santa Monica, Calif., control zone; within 2 miles either side of the Los Angeles ILS localizer E course, extending from the 5-mile radius zone to the OM.

Louisville, Ky.
Within a 5-mile radius of Standiford Field, Louisville, Ky., (Lat. 38°10'33" N, Long. 85°44'12" W); within a 5-mile radius of Bowman Field, Louisville, Ky., (Lat. 38°13'40" N, Long. 85°39'45" W); within 2 miles either side of the Standiford Field ILS localizer NE course, extending from the Standiford 5-mile radius zone to the INT of the localizer NE course and the Louisville VORTAC 328° radial; within 2 miles either side of the Standiford Field ILS localizer SW course, extending from the Standiford 5-mile radius zone to the OM; within 2 miles either side of the Louisville VORTAC 301° radial, extending from the Standiford 5-mile radius zone to the VORTAC, and within 2 miles either side of the Louisville VORTAC 331° radial, extending from the Bowman Field 5-mile radius zone to the VORTAC.

Lubbock, Tex.
Within a 5-mile radius of Lubbock Municipal Airport (Lat. 33°39'35" N, Long. 101°49'41" W); within a 5-mile radius of Reese AFB, Lubbock, Tex.; within 2 miles either side of the Lubbock RR E course, extending from Lubbock 5-mile radius zone to the RR; within 2 miles either side of the Lubbock RR N course, extending from the Reese 5-mile radius zone to 8 miles N of the RR; within 2 miles either side of the Lubbock VORTAC 302° and 122° radials, extending from the Lubbock 5-mile radius zone to 10 miles NW of the VORTAC and within 2 miles either side of the 180° bearing from the Lubbock LOM extending from the Lubbock 5-mile radius zone to the LOM.

Lufkin, Tex.
Within a 3-mile radius of Angelina Airport, Lufkin, Tex., (Lat. 31°13'50" N, Long. 94°45'05" W); within 2 miles either side of the 157° bearing from the airport extending from the 3-mile radius zone to 14 miles SE of the airport, and within 2 miles either side of the 304° bearing from the Lufkin RBN extending from the 3-mile radius zone to 10 miles NW of the RBN.

Lynchburg, Va.
Within a 5-mile radius of Preston Glenn Airport, Lynchburg, Va., (Lat. 37°19'40" N, Long. 79°12'05" W); and within 2 miles either side of the Lynchburg VORTAC 021° and 201° radials extending from the 5-mile radius zone to 10 miles SW of the VORTAC.

Madison, Wis.
Within a 5-mile radius of Truax Field, Madison, Wis., (Lat. 43°08'15" N, Long. 89°20'10" W) and within 2 miles either side of 183° and 003° bearings from the OM extending from the 5-mile radius zone to 10 miles S of the OM.

Manchester, N. H.,
Within a 5-mile radius of Grenier Field, Manchester, N. H., (Lat. 42°55'55" N, Long. 71°26'20" W); within 2 miles either side of the 337° and 157° bearings from the Manchester RBN extending from the 5-mile radius zone to 10 miles SE of the RBN and within 2 miles either side of the Manchester VOR 142° and 322° radials, extending from the 5-mile radius zone to 10 miles SW of the VOR.

Mansfield, Ohio
Within a 5-mile radius of the Mansfield Municipal Airport (Lat. 40°49'15" N, Long. 82°30'45" W); within 2 miles either side of the Mansfield VORTAC 128° radial, extending from the 5-mile radius zone to the VORTAC, and within 2 miles either side of the Mansfield ILS localizer SE course, extending from the 5-mile radius zone to the OM.

Marquette, Mich. (K. I. Sawyer AFB)
Within a 5-mile radius of the K. I. Sawyer AFB (Lat. 46°21'15" N, Long. 87°23'40" W); within 2 miles either side of the K. I. Sawyer VOR 009° radial extending from the 5-mile radius zone to 8 miles N of the VOR, and within 2 miles either side of the K. I. Sawyer VOR 189° radial extending from the 5-mile radius zone to 15 miles S of the VOR.

Marquette, Mich. (Marquette County Airport)
Within a 5-mile radius of the Marquette County Airport (Lat. 46°32'03" N, Long. 87°33'35" W): within 2 miles either side of the Marquette VOR 083° radial, extending from the 5-mile radius zone to 9 miles E of the VOR, and within 2 miles either side of the Marquette VOR 249° radial, extending from the 5-mile radius zone to 12 miles SW of the VOR.

Martha's Vineyard, Mass.
Within a 5-mile radius of the Martha's Vineyard Airport (Lat. 41°23'35" N, Long. 70°36'56" W); within 2 miles either side of the 040° bearing from the Martha's Vineyard RBN, extending from the 5-mile radius zone to 12 miles NE of the RBN; within 2 miles either side of the Martha's Vineyard VOR 052° radial, extending from the 5-mile radius zone to 12 miles NE of the VOR, excluding the portions within the Falmouth, Mass., control zone and the portion within a 1.5-mile radius of the Katama Airpark (Lat. 41°21'45" N, Long. 70°31' 30" W). This control zone is to be effective during the hours 0800 to 1700 Eastern Standard Time, daily, September 5 through June 22, and 0630 to 2300 Eastern Standard Time, daily, June 23 through September 4, annually.

Martinsburg, Pa.
Within a 3-mile radius of Blair County Airport, Martinsburg, Pa.

Martinsburg, W. Va.
Within a 5-mile radius of the Martinsburg Airport (Lat. 39°24'05" N, Long. 77°59'00" W), within 2 miles either side of the Martinsburg RR SW course extending from the 5-mile radius zone to 10 miles SW of the RR.

Marysville, Calif. (Beale AFB)

Within a 5-mile radius of Beale AFB (Lat. 39°08'10" N, Long. 121°26'05" W), and within 2 miles either side of the Beale AFB VOR 162° radial extending from the 5-mile radius zone to the VOR.

Marysville, Calif (Yuba County Airport)

Within a 5-mile radius of Yuba County Airport (Lat. 39°05'51" N, Long. 121°34'10" W); within 2 miles either side of the 158° bearing from the Marysville RBN extending from the 5-mile radius zone to 8 miles S of the RBN, and within 2 miles either side of the 342° bearing from the Marysville RBN extending from the 5-mile radius zone to 8 miles N of the RBN, excluding the portion within the Beale AFB, Calif., control zone.

Mason City, Iowa

Within a 5-mile radius of Mason City Municipal Airport (Lat. 43°09'30" N, Long. 93°20'05" W), and within 2 miles either side of the Mason City VORTAC 002° and 182° radials, extending from the 5-mile radius zone to 10 miles S of the VORTAC.

Massena, N. Y.

Within a 5-mile radius of Richards Field, Massena, N. Y., (Lat. 44°56'10" N, Long. 74°50'50" W).

McAlester, Okla.

Within a 5-mile radius of McAlester Municipal Airport (Lat. 34°53'05" N, Long. 95°46'55" W).

McAllen, Tex.

Within a 5-mile radius of Miller International Airport (Lat. 26°10'40" N, Long. 98°14'25" W); within 2 miles either side of the McAllen VOR 095° and 322° radial, extending from the 5-mile radius zone to 7 miles E and NW of the VOR, excluding the portion outside of the United States.

McGrath, Alaska

Within a 5-mile radius of McGrath Airport (Lat. 62°57'05" N, Long. 155°36'10" W), and within 2 miles either side of the McGrath RR SE course, extending from the 5-mile radius to 12 miles SE of the RR.

McComb, Miss.

Within a 5-mile radius of McComb-Pike County Airport and within 2 miles either side of the McComb VOR 074° and 254° radials, extending from the 5-mile radius zone to 10 miles E of the VOR.

Medford, Oreg.

Within a 5-mile radius of Medford Municipal Airport (Lat. 42°22'15" N, Long. 122°52'20" W).

Melbourne, Fla.

Within a 5-mile radius of Melbourne-Eau Gallie Airport, Melbourne, Fla., (Lat. 28°06'05" N, Long. 80°38'10" W); within a 5-mile radius of the Patrick AFB, Cocoa, Fla., (Lat. 28°14'15" N, Long. 80°36'35" W), and within 2 miles either side of the Melbourne RR N course extending from the Melbourne 5-mile radius zone to 10 miles N of the RR.

Memphis, Tenn. (Memphis Municipal Airport)

Within a 5-mile radius of Memphis Municipal Airport (Lat. 35°03'40" N, Long. 89°58'15" W); within 2 miles either side of the 185° bearing from the Memphis RBN extending from the 5-mile radius zone to 12 miles S of the RBN; within 2 miles either side of the Memphis VORTAC 112° radial extending from the 5-mile radius zone to 12 miles E of the VORTAC; within 2 miles either side of the Memphis ILS localizer W course extending from the 5-mile radius zone to 12 miles W of the Brooks, Tenn., RBN, and within 2 miles either side of the Memphis ILS localizer E course, extending from the 5-mile radius zone to 12 miles E of the INT of the localizer E course and the Memphis VORTAC 035° radial.

Memphis, Tenn. (NAS Memphis)

Within a 5-mile radius of NAS Memphis (Lat. 35°21'15" N, Long. 89°52'10" W) and within 2 miles either side of the 248° and 068° bearings from Lat. 35°21'44" N, Long. 89°47'36" W, extending from the 5-mile radius zone to the Gainesville, Tenn., RBN.

Merced, Calif.

Within a 5-mile radius of Castle AFB, Merced, Calif., (Lat. 37°22'45" N, Long. 120°34'00" W); within a 5-mile radius of the Merced Airport, (Lat. 37°17'10" N, Long. 120°31'20" W); and within 2 miles either side of the Castle VOR 307° and 321° radials extending from the Merced 5-mile radius zone to the VOR, excluding the portion of the Merced 5-mile radius zone NE of a line 2 miles NE of and parallel to the Castle VOR 321° radial.

Meridian, Miss. (Key Field)
Within a 5-mile radius of Key Field (Lat. 32°19'55" N, Long. 88°44'55" W); within 2 miles either side of the Meridian VORTAC 314° radial, extending from the 5-mile radius zone to 12 miles NW of the VORTAC and within 2 miles either side of the Meridian ILS localizer S course extending from the 5-mile radius zone to the OM.

Meridian, Miss. (NAAS Meridian)
Within an 8-mile radius of NAAS Meridian (Lat. 32°33'18" N, Long. 88°33'35" W), and within 2 miles either side of the NAAS Meridian TACAN 001° radial extending from the 8-mile radius zone to 7 miles N of the TACAN, excluding the portion more than 5 miles from the NAAS between the 200° and 260° bearings from the airport.

Miami, Fla. (International Airport)
Within a 5-mile radius of Miami International Airport (Lat. 25°47'35" N, Long. 80°17'10" W); within 2 miles either side of the Miami runway 9-L ILS localizer W course extending from the 5-mile radius zone to the runway 9-L ILS OM; within 2 miles either side of the Miami runway 27-L ILS localizer E course extending from the 5-mile radius zone to the runway 27-L ILS OM, and within 2 miles either side of the Miami VORTAC 138° radial extending from the 5-mile radius zone to the VORTAC.

Miami, Fla. (NARF Miami)
Within a 5-mile radius of NARF Miami, Fla. (Opa Locka Airport), and within 2 miles either side of 101° bearing from the Miami RBN extending from the 5-mile radius zone to the RBN, excluding the portion within the Miami International Airport control zone.

Midland, Tex.
Within a 5-mile radius of Midland Air Terminal (Lat. 31°56'20" N, Long. 102°12'10" W) and within 2 miles either side of the Midland ILS localizer W course extending from the 5-mile radius zone to the Midland ILS OM.

Middleton Island, Alaska
Within a 5-mile radius of Middleton Island Airport (Lat. 59°26'55" N. Long. 146°18'25" W).

Midway Island
Within a 5-nmi radius of NAS Midway (Lat. 28°12'00" N, Long. 177°22'00" W).

Miles City, Mont.
Within a 5-mile radius of Miles City Airport (Lat. 46°25'40" N, Long. 105°53'10" W); within 2 miles either side of the 254° bearing from the Miles City RBN extending from the 5-mile radius zone to 8 miles SW of the RBN; and within 2 miles either side of the Miles City VORTAC 225° radial extending from the 5-mile radius zone to 12 miles SW of the VORTAC.

Millinocket, Maine
Within a 5-mile radius of Millinocket Municipal Airport (Lat. 45°38'50" N, Long. 68°41'10" W), and within 2 miles either side of the Millinocket RR E course extending from the 5-mile radius zone to 10 miles E of the RR.

Millville, N. J.
Within a 5-mile radius of Millville Airport (Lat. 39°22'00" N, Long. 75°04'45" W), excluding that area NE of a line 2 miles NE of and parallel to the 135° bearing from the Milville RR.

Milton, Fla.
Within a 5-mile radius of NAAS Whiting, (North), Milton, Fla., (Lat. 30°43'15" N, Long. 87°01'45" W); within 2 miles either side of the Whiting RR NW course, extending from the 5-mile radius zone to 12 miles NW of the RR and within 2 miles either side of the Whiting TACAN 309° radial extending from the 5-mile radius zone to 8 miles NW of the TACAN.

Milwaukee, Wis. (Timmerman Airport)
Within a 3-mile radius of Timmerman Airport (Lat. 43°06'40" N, Long. 88°02'05" W) from 0600 to 2200 hours, local time, daily.

Milwaukee, Wis. (General Mitchell Field)
Within a 5-mile radius of General Mitchell Field (Lat. 42°56'51" N, Long 87°53'58" W), and within 2 miles either side of the Milwaukee ILS localizer S course extending from the 5-mile radius zone to 12 miles S of the OM.

Minchumina, Alaska
Within a 5-mile radius of the Minchumina Airport (Lat. 63°52'55" N, Long. 152°18'39" W) and within 2 miles either side of the Minchumina RR SE course, extending from the 5-mile radius zone to 12 miles SE of the RR.

Mineral Wells, Tex.
That airspace beginning at Lat. 32°47'40" N, Long. 97°58'30" W, extending clockwise along the arc of a 5-mile radius circle centered at the Mineral Wells Airport to a line 2 miles NE of and parallel to the Mineral Wells VORTAC 319° radial, thence SE along this parallel line to and including a 3-mile radius of the Mineral Wells Airport, thence clockwise to Lat. 32°47'40" N, thence E along this Lat. to point of beginning; within 2 miles either side of the Mineral Wells VORTAC 319° and 139° radials, extending from the 5-mile radius zone to 10 miles SE of the VORTAC.

Minneapolis, Minn.
Within a 5-mile radius of Minneapolis-St. Paul International Airport; within 2 miles either side of the Minneapolis RR SE course extending from the 5-mile radius zone to 12 miles SE of the RR; within 2 miles either side of Minneapolis ILS localizer SE course extending from the 5-mile radius zone to 12 miles SE of the OM and within 2 miles either side of the ILS localizer NW course extending from the 5-mile radius zone to 17 miles NW of the airport.

Minot, N. Dak. (Minot International Airport)
Within a 5-mile radius of Minot International Airport (Lat. 48°15'45" N, Long. 101°16'50" W); within 2 miles either side of the Minot RR SE course extending from the 5-mile radius zone to 12 miles SE of the RR and within 2 miles either side of the Minot VOR 254° and 074° radials extending from the 5-mile radius zone to 12 miles NE of the VOR.

Minot, N. Dak. (Minot AFB)
Within a 5-mile radius of the Minot AFB (Lat. 48°25'18" N, Long. 101°22'08" W) and within 2 miles either side of the Minot AFB ILS localizer SE course extending from the 5-mile radius zone to the OM.

Miramar, Calif.
Within a 5-mile radius of NAS Miramar (Lat. 32°52'30" N, Long. 117°08'15" W) and within 2 miles either side of the NAS Miramar TACAN 078° radial extending from the 5-mile radius zone to 12 miles E of the TACAN, excluding the area S of Lat. 32°49'30" N.

Missoula, Mont.
Within a 5-mile radius of Missoula County Airport (Lat. 46°55'00" N, Long. 114°05'15" W).

Mobile, Ala. (Bates Field)
Within a 5-mile radius of Bates Field (Lat. 30°41'15" N, Long. 88°14'25" W) and within 2 miles either side of the Mobile VORTAC 112° and 292° radials extending from the 5-mile radius zone to 10 miles NW of the VORTAC.

Mobile, Ala. (Brookley AFB)
Within a 5-mile radius of Brookley AFB (Lat. 30°37'40" N, Long. 88°04'15" W), and within 2 miles either side of the Brookley VORTAC 150° radial extending from the 5-mile radius zone to 8 miles SE of the VORTAC.

Moline, Ill.
Within a 5-mile radius of Quad City Airport, Moline, Ill., (Lat. 41°26'54" N, Long. 90°30'30" W); within 2 miles either side of the Quad City ILS localizer W course extending from the 5-mile radius zone to 12 miles W of the OM, and within 2 miles either side of the Quad City ILS localizer E course extending from the 5-mile radius zone to 12 miles E of the INT of the localizer E course and the Cordova, Ill., VOR 199° radial.

Monroe, La.
Within a 5-mile radius of Selman Airport, Monroe, La., (Lat. 32°30'28" N, Long. 92°02'20" W), and within 2 miles either side of the Monroe VORTAC 041° and 221° radials extending from the 5-mile radius zone to 10 miles SW of the VORTAC.

Monterey, Calif.
Within a 3-mile radius of Monterey Peninsula Airport (Lat. 36°35'22" N, Long. 121°51'02" W).

Montgomery, Ala.
Within a 5-mile radius of Dannelly Field, Montgomery, Ala., (Lat. 32°17'55" N, Long. 86°23'50" W); within a 5-mile radius of Maxwell AFB, Montgomery, Ala., (Lat. 32°22'45" N, Long. 86°21'40" W); within 2 miles either side of the Dannelly Field ILS localizer W course extending from the Dannelly Field 5-mile radius zone to the OM; within 2 miles either side of the Montgomery VORTAC 321° radial extending from the Dannelly Field 5-mile radius zone to the VORTAC; within 2 miles either side of the 149° bearing from the Prattville, Ala., RBN extending from the Maxwell AFB 5-mile radius zone to the RBN, and within 2 miles either side of the 171° bearing from the Prattville RBN extending from the Maxwell AFB 5-mile radius zone to the RBN.

Montpelier, Vt.
Within a 5-mile radius of Barre-Montpelier Airport (Lat. 44°12'15" N, Long. 72°33'45" W) and within 2 miles either side of the 034° bearing from the airport extending from the 5-mile radius zone to 13 miles NE of the airport.

Morgantown, W. Va.
Within a 5-mile radius of Morgantown Airport (Lat. 38°38'25" N, Long. 79°55'00" W), and within 2 miles either side of the Morgantown RR SE and NW courses extending from the 5-mile radius zone to 10 miles NW of the RR.

Moses Lake, Wash.
Within a 5-mile radius of Larson AFB, Moses Lake, Wash., and within 2 miles W of and 1.5 miles E of the 161° bearing from Larson AFB extending from the 5-mile radius zone to the Larson LOM.

Moses Point, Alaska
Within a 5-mile radius of the Moses Point Airport (Lat. 64°41'49" N, Long. 162°02'42" W), and within 2 miles either side of the Moses Point RR E course extending from the 5-mile radius zone to 12 miles E of the RR.

Mountain Home, Idaho
Within a 5-mile radius of the Mountain Home AFB (Lat. 43°02'35" N, Long. 115°52'05" W), and within 2 miles either side of the 136° and 316° bearings from the AFB extending from the 5-mile radius zone to 8 miles NW and SE of the RR.

Mountain View, Calif.
Within a 5-mile radius of NAS Moffet, Mountain View, Calif., (Lat. 32°24'55" N, Long. 122°02'50" W).

Mt. Clemens, Mich.
Within a 7-mile radius of Selfridge AFB, Mt. Clemens, Mich., and within 2 miles either side of the Selfridge AFB RR N course extending from the 5-mile radius zone to 10 miles N of the RR.

Muscle Shoals, Ala.
Within a 5-mile radius of Muscle Shoals Airport (Lat. 34°44'45" N, Long. 81°36'35" W) and within 2 miles either side of the Muscle Shoals VOR 112° and 292° radials extending from the 5-mile radius zone to 12 miles SE of the VOR.

Muskegon, Mich.
Within a 5-mile radius of Muskegon County Airport (Lat. 43°10'16" N, Long. 86°14'09" W); within 2 miles either side of the Muskegon RR SE course extending from the 5-mile radius zone to 12 miles SE of the RR and within 2 miles either side of the Muskegon VORTAC 270° radial extending from the 5-mile radius zone to the VORTAC.

Myrtle Beach, S. C.
Within a 5-mile radius of Myrtle Beach AFB/Municipal Airport; within 2 miles either side of the Myrtle Beach VOR 039° radial extending from the 5-mile radius zone to 10 miles NE of the VOR; within 2 miles either side of 198° bearing from the Myrtle Beach RBN extending from the 5-mile radius zone to 10 miles SW of the RBN and within 2 miles either side of a line extending from the Myrtle Beach AFB/Municipal Airport to the Conway RBN.

Nantucket, Mass.
Within a 5-mile radius of Nantucket Memorial Airport and within 2 miles either side of the Nantucket VORTAC 045° radial extending from the 5-mile radius zone to 10 miles NE of the VORTAC.

Nashville, Tenn.
Within a 5-mile radius of Nashville Municipal Airport (Berry Field) (Lat. 36°07'36" N, Long. 86°40' 58" W); within 2 miles either side of the 069° bearing from the Nashville RBN extending from the 5-mile radius zone to 12 miles NE of the RBN; within 2 miles either side of the Nashville VORTAC 304° radial extending from the 5-mile radius zone to the VORTAC, and within 2 miles either side of the 018° bearing from the Nashville ILS LOM extending from the 5-mile radius zone to the OM.

Needles, Calif.
Within a 3-mile radius of Needles Airport (Lat. 34°45'05" N, Long. 114°37'30" W).

Newark, N. J.
Within a 5-mile radius of Newark Airport (Lat. 40°41'35" N, Long. 74°10'15" W) including the area between tangent lines extending from the Newark 5-mile radius zone to but not including the Teterboro, N. J., 5-mile radius zone; within 2 miles either side of the Newark ILS localizer SW course extending from the 5-mile radius zone to 10 miles SW of the OM.

Nenana, Alaska
Within a 5-mile radius of Nenana FAA Airport (Lat. 64°32'50" N, Long. 149°04'35" W).

New Bedford, Mass.
Within a 5-mile radius of New Bedford Municipal Airport and within 2 miles either side of the New Bedford ILS localizer SW course extending from the 5-mile radius zone to 10 miles SW of the localizer.

New Bern, N. C.

Within a 5-mile radius of Simmons-Nott Airport, New Bern, S. C.,(Lat. 35°04'20" N, Long. 77°02'35" W) and within 2 miles either side of the New Bern VOR 221° radial extending from the 5-mile radius zone to 12 miles SW of the VOR.

Newburgh, N. Y.
Within a 5-mile radius of Stewart AFB, Newburgh, N. Y., and within 2 miles either side of the extended centerline of runway 9 extending from the 5-mile radius zone to 5 miles W of the OM.

New Iberia, La.
Within a 5-mile radius of NAAS New Iberia (Lat. 30°02'15" N, Long. 91°53'02" W); within 2 miles either side of the New Iberia TACAN 158° radial extending from the 5-mile radius zone to 10 miles SE of the TACAN, and excluding the portion within the Lafayette, La., control zone.

New Orleans, La. (New Orleans International - New Orleans Lakefront)
Within a 5-mile radius of New Orleans Lakefront Airport (Lat. 30°02'20" N, Long. 90°01'25" W); within 2 miles either side of the 079° bearing from the New Orleans RBN extending from the 5-mile radius zone to the RBN; within a 5-mile radius of the New Orleans International Airport (Lat. 29°59'25" N, Long. 90° 15'45" W); within 2 miles either side of the 278° bearing from the New Orleans RBN extending from the 5-mile radius zone to 17.25 miles W of the RBN; within 2 miles either side of the New Orleans VORTAC 242° and 062° radials extending from the 5-mile radius zone to 10 miles NE of the VORTAC, and within 2 miles either side of the ILS localizer W course extending from the 5-mile radius zone to 14.5 miles W of the localizer.

New Orleans, La. (NAS Alvin Callender)
Within a 5-mile radius of NAS Alvin Callender and within 2 miles either side of a 226° bearing from the NAS extending from the 5-mile radius zone to 13-nmi SW.

Newport News, Va.
Within a 5-mile radius of Patrick Henry Airport, Newport News, Va., (Lat. 37°07'47" N, Long. 76°29' 46" W); within 2 miles either side of the Patrick Henry Airport ILS localizer SW course extending from the 5-mile radius zone to 10 miles SW of the OM and within a 5-mile radius of the Felker AAF, Newport News, Va., (Lat. 37°07'55" N, Long. 76°36'30" W), excluding the portion within the Hampton Roads, Va. (Langley AFB), control zone.

New York, N. Y. (La Guardia Field)
Within a 5-mile radius of La Guardia Field (Lat. 40°46'29" N, Long. 73°52'20" W) and within 2 miles either side of the New York (La Guardia Field) RR NE course extending from the 5-mile radius zone to the New Rochelle, N. Y., RBN.

New York, N. Y. (International Airport)

Within a 5-mile radius of New York International Airport (Lat. 40°38'29" N, Long. 73°46'41" W); within a 5-mile radius of NAS New York, N. Y., (Lat. 40°35'40" N, Long. 73°53'30" W); within 2 miles either side of the 121° bearing from the Idlewild RBN extending from the RBN to 10 miles SE of the RBN; within 2 miles either side of the 211° bearing from the Idlewild RBN extending from the New York International 5-mile radius zone to 19 miles SW of the RBN; and within 2 miles either side of the 010° bearing from the Scotland, N. J., RBN extending from the NAS New York 5-mile radius zone to the RBN.

Niagara Falls, N. Y.

Within a 5-mile radius of Niagara Falls Municipal Airport and within 2 miles either side of the Niagara Falls ILS localizer E course extending from the 5-mile radius zone to 10 miles E of the OM.

Nome, Alaska

Within a 5-mile radius of Nome FAA Airport (Lat. 64°30'42" N, Long. 165°26'28" W), and within 2 miles either side of the Nome RR E course extending from the 5-mile radius zone to 12 miles E of the RR.

Norfolk, Va. (Norfolk Municipal)

Within a 5-mile radius of Norfolk Municipal Airport (Lat. 36°53'45" N, Long. 76°12'15" W), including the airspace bounded by a line 2 miles NW and parallel to the Norfolk VORTAC 221° radial and a line 2 miles SE and parallel to the Norfolk ILS SW course extending from the 5-mile radius zone to a point 6 miles SW of the OM.

Norfolk, Va. (NAS Norfolk)

Within a 5-mile radius of NAS Norfolk and within 2.5 miles either side of the Navy Norfolk RR W course extending from the 5-mile radius zone to 2.5 miles W of the Eclipse FM, excluding the portion within the Norfolk Municipal Airport control zone.

North, S. C.

Within an 8-mile radius of North AFAF and within 2 miles either side of a 233° bearing from the airport extending from the 5-mile radius zone to 10 miles SW of the airport.

North Bend, Oreg.

Within a 5-mile radius of North Bend Airport (Lat. 43°25'00" N, Long. 124°14'45" W).

North Philadelphia, Pa.

Within a 5-mile radius of North Philadelphia Airport (Lat. 40°04'45" N, Long. 75°00'35" W); within 2 miles either side of the North Philadelphia VOR 039° radial, extending from the 5-mile radius zone to 12 miles NE of the VOR, and within 2 miles either side of the 048° bearing from Lat. 40°06'47" N, Long. 74°58'04" W, extending from the 5-mile radius zone to 12 miles NE of Lat. 40°06'47" N, Long. 74°58'04" W, excluding the portion within the Willow Grove, Pa., control zone.

North Platte, Nebr.

Within a 5-mile radius of Lee Bird Municipal Field, North Platte, Nebr.; within 2 miles either side of the North Platte RR S course extending from the 5-mile radius zone to 10 miles S of the RR, and within 2 miles either side of the North Platte VORTAC 030° and 210° radials extending from the 5-mile radius zone to 10 miles SW of the VORTAC.

Northway, Alaska

Within a 5-mile radius of the Northway Airport (Lat. 62°57'43" N, Long. 141°55'27" W) and within 2 miles either side of the Northway RR NW course extending from the 5-mile radius zone to 12 miles NW of the RR.

Oakland, Calif.

Within a 5-mile radius of Oakland International Airport (Lat. 37°43'25" N, Long. 122°12'56" W), excluding the portion subtended by a chord drawn between the points of INT of this radius with the radius of the NAS Alameda control zone.

Oceana, Va.

Within a 5-mile radius of NAS Oceana, and within 3.5 miles either side of a 218° bearing from NAS Oceana extending from the 5-mile radius zone to 10 miles SW of the airport, excluding the portion within R-6606.

Ogden, Utah

Within a 5-mile radius of Hill AFB, Ogden, Utah, (Lat. 41°07'25" N, Long. 111°58'20" W); within a 5-mile radius of the Ogden Municipal Airport (Lat. 47°11'45" N, Long. 112°00'35" W), and within 2 miles either side of the Ogden VORTAC 345° and 166° radials extending from 10 miles N of the VORTAC to the Layton, Utah, FM.

Olathe, Kans.

Within a 5-mile radius of NAS Olathe (Lat. 38°50'00" N, Long. 94°53'30" W); within 2 miles either side of of the 180° bearing from the Olathe RBN extending from the 5-mile radius zone to 12 miles S of the RBN, and within 2 miles either side of the Olathe Navy TACAN 353°, 038°, 188° and 233° radials extending from the 5-mile radius zone to 6 miles N, NE, S and SW of the TACAN.

Oklahoma City, Okla. (Will Rogers Field)

Within a 5-mile radius of Will Rogers Field, Oklahoma City, Okla., (Lat. 35°23'43" N, Long. 97°36'31" W); within 2 miles either side of the ILS localizer N course extending from the 5-mile radius zone to the Tulakes, Okla., RBN; within 2 miles either side of the ILS localizer S course extending from the 5-mile radius zone to the ILS OM; within 2 miles SW and 3 miles NE of the Oklahoma City VORTAC 107° radial extending from the 5-mile radius zone to the VORTAC, and within a 5-mile radius of Wiley Post Airport, Oklahoma City, Okla. (Lat. 35°31'45" N, Long. 97°38'30" W); including the airspace within 2 miles either side of the Oklahoma City VORTAC 050° radial extending from the 5-mile radius zone to the VORTAC.

Oklahoma City, Okla. (Tinker AFB)

Within a 5-mile radius of Tinker AFB (Lat. 35°25'37" N, Long. 97°23'11" W); the airspace from 2 miles W of the Tinker AFB VOR 360° radial to 2 miles E of the Tinker AFB TACAN 006° radial extending from the 5-mile radius zone to 13 miles N of the VOR, and from 2 miles W of the Tinker AFB VOR 180° radial to 2 miles E of the Tinker AFB TACAN 175° radial extending from the 5-mile radius zone to 12 miles S of the VOR.

Omaha, Nebr. (Eppley Field)

Within a 5-mile radius of Eppley Field (Lat. 41°18'00" N, Long. 95°53'35" W), and within 2 miles either side of the Eppley Field ILS localizer NW course, extending from the 5-mile radius zone to 10 miles NW of the localizer.

Omaha, Nebr. (Offutt AFB)

Within a 5-mile radius of Offutt AFB (Lat. 41°07'20" N, Long. 95°34'35" W), and within 2 miles either side of a direct line from the center of Offutt AFB to the Weeping Water, Nebr., RBN extending from the Offutt AFB to 10 miles SW of Offutt AFB and within 2 miles either side of the Omaha VORTAC 072° and 252° radials extending from the Offutt AFB 5-mile radius zone to 2 miles NE of the VORTAC.

Ontario, Calif.

Within a 5-mile radius of Ontario International Airport (Lat. 34°03'25" N, Long. 117°36'30" W), and within 2 miles either side of a 089° bearing from the airport extending from the 5-mile radius zone to the centerline of the Riverside, Calif., RR NW course.

Orlando, Fla.

Within a 5-mile radius of Orlando Municipal Airport (Lat. 28°32'40" N, Long. 81°19'55" W); within a 5-mile radius of McCoy AFB, Orlando, Fla., (Lat. 28°25'55" N, Long. 81°19'15" W), and within 2 miles either side of a 001° bearing from the McCoy AFB extending from the 5-mile radius zone to 10 miles S of the AFB.

Oscoda, Mich.

Within a 10-mile radius of Wurtsmith AFB, Oscoda, Mich.; within 5 miles either side of the Wurtsmith AFB ILS localizer SW course extending from the 5-mile radius zone to 10 miles SW of the LOM. The portion of this control zone within R-4204 shall be used only after obtaining prior approval from the appropriate authority.

Oshkosh, Wis.

Within a 5-mile radius of Winnebago County Airport, Oshkosh, Wis. (Lat. 43°59'20" N, Long. 88°33'15" W), and within 2 miles either side of the Oshkosh VOR 176° radial extending from the 5-mile radius zone to 8 miles S of the VOR, from 0700 to 2300 hours local time, daily.

Ottumwa, Iowa

Within a 5-mile radius of Ottumwa Municipal Airport (Lat. 41°06'25" N, Long. 92°26'50" W) and within 2 miles either side of the Ottumwa VORTAC 309° radial extending from the 5-mile radius zone to the VORTAC.

Oxnard, Calif. (Oxnard AFB)

Within a 5-mile radius of Oxnard AFB (Lat. 34°12'50" N, Long. 119°05'15" W), excluding the portion W of a line from Lat. 34°15'35" N. Long. 119°09'15" W to Lat. 34°09'10" N, Long. 119°08'05" W.

Oxnard, Calif. (Ventura County Airport)

Within a 5-mile radius of Ventura County Airport (Lat. 34°12'02" N, Long. 119°12'10" W), excluding the portion E of a line from Lat. 34°15'35" N, Long. 119°09'15" W to Lat. 34°09'10" N, Long. 119°08'05" W. The portion of this control zone within R-2527 shall be used only after obtaining prior approval from appropriate authority.

Paducah, Ky.

Within a 5-mile radius of Barkley Field, Paducah, Ky. (Lat. 37°03'40" N, Long. 88°46'20" W), and within 2 miles either side of a 220° bearing from the airport extending from the 5-mile radius zone to 10 miles SW of the airport.

Palacious, Tex.

Within a 3-mile radius of Palacios Airport (Lat. 38°43'35" N, Long. 96°15'15" W) and within 2 miles either side of the Palacios VOR 305° and 125° radials extending from the 5-mile radius zone to 10 miles NW of the VOR.

Palmdale, Calif.

Within a 5-mile radius of AF Plant No. 42, Palmdale, Calif., (Lat. 34°37'45" N, Long. 118°04'54" W), and within 2 miles either side of the Palmdale VOR 232° radial extending from the 5-mile radius zone to the VOR

Parkersburg, W. Va.

Within a 5-mile radius of Wood County Airport, Parkersburg, W. Va., and within 2 miles either side of the Parkersburg VOR 029° and 209° radials extending from the 5-mile radius zone to 10 miles NE of the VOR.

Paso Robles, Calif.

Within a 3-mile radius of Paso Robles County Airport (Lat. 35°40'15" N, Long. 120°37'35" W).

Pellston, Mich.

Within a 5-mile radius of Emmet County Airport, Pellston, Mich. (Lat. 45°34'40" N, Long. 84°47'40" W): within 2 miles either side of the 132° bearing from the Pellston RBN extending from the 5-mile radius zone to 12 miles SE of the RBN, and within 2 miles either side of the Pellston VOR 240° radial extending from the 5-mile radius zone to the VOR.

Pendleton, Oreg.

Within a 3-mile radius of Pendleton Municipal Airport (Lat. 45°41'50" N, Long. 118°50'20" W).

Pensacola, Fla. (Pensacola Municipal)

Within a 5-mile radius of Pensacola Municipal Airport (Lat. 30°28'30" N, Long. 87°11'20" W); within 2 miles either side of the 165° bearing from the Pensacola RBN extending from the 5-mile radius zone to 10 miles S of the RBN, and within 2 miles either side of the Pensacola ILS localizer NW course extending from the 5-mile radius zone to 15 miles NW of the localizer.

Pensacola, Fla. (NAAS Saufley Field)

Within a 5-mile radius of NAAS Saufley Field, excluding the portion within the Pensacola Municipal Airport control zone.

Pensacola, Fla. (Forrest Sherman Field)

Within a 5-mile radius of Forrest Sherman Field (Lat. 30°21'15" N, Long. 87°19'00" W).

Peoria, Ill.

Within a 5-mile radius of Greater Peoria Airport (Lat. 40°39'45" N, Long. 89°41'35" W); within 2 miles either side of the Peoria RR N course extending from the 5-mile radius zone to 12 miles N of the RR; within 2 miles either side of the Peoria VORTAC 102° and 282° radials extending from the 5-mile radius zone to 12 miles W of the VORTAC, and within 2 miles either side of the Greater Peoria Airport ILS localizer SE course extending from the 5-mile radius zone to the OM.

Peru, Ind.

Within a 5-mile radius of Bunker Hill AFB, Peru, Ind., (Lat. 40°39'38" N, Long. 86°08'31" W); within 2 miles either side of the Bunker Hill AFB VOR 042°, 226° and 231° radials extending from the 5-mile radius zone to 12 miles NE and SW of the VOR; within 2 miles either side of the Bunker Hill AFB TACAN 220° radial extending from the 5-mile radius zone to 10 miles SW of the TACAN; within a 5-mile radius of Kokomo, Ind., Municipal Airport (Lat. 40°31'43" N, Long. 86°03'33" W); and within 2 miles either side of the Kokomo VOR, 131° radial extending from the Kokomo 5-mile radius zone to 12 miles SE of the VOR.

Philadelphia, Pa.
Within a 5-mile radius of Philadelphia International Airport (Lat. 39°52'31" N, Long. 75°14'20" W), and within 2 miles either side of the Philadelphis ILS localizer W course extending from the 5-mile radius zone to the OM.

Philipsburg, Pa.
Within a 5-mile radius of Black Moshannon State Airport (Lat. 40°53'05" N, Long. 78°05'15" W).

Phoenix, Ariz. (Sky Harbor Airport)
Within a 5-mile radius of Sky Harbor Municipal Airport (Lat. 33°26'10" N, Long. 112°00'45" W), and within 2 miles either side of the Phoenix RR E course extending from the 5-mile radius zone to 10 miles E of RR.

Phoenix, Ariz. (Luke AFB)
Within a 5-mile radius of Luke AFB (Lat. 33°32'05" N, Long. 112°22'55" W).

Pierre, S. Dak.
Within a 5-mile radius of Pierre Airport; within 2 miles either side of the Pierre RR E course extending from the 5-mile radius zone to 12 miles E of the RR and within 2 miles either side of the 260° and 80° radials of the Pierre VOR 260° and 080° radials extending from the 5-mile radius zone to 12 miles NE of the VOR.

Pittsburgh, Pa. (Allegheny County)
Within a 5-mile radius of Allegheny County Airport (Lat. 40°21'15" N, Long. 79°55'40" W); within 2 miles either side of a line extending from the airport to the Cecil RBN; within 2 miles either side of the Pittsburgh VORTAC 227° and 047° radials extending from the 5-mile radius zone to 10 miles SW of the VORTAC, and within 2 miles either side of the extended centerline of the Allegheny County Airport E-W runway extending from the 5-mile radius zone to the McKeesport, Pa., RBN.

Pittsburgh, Pa. (Greater Pittsburgh)
Within a 5-mile radius of the Greater Pittsburgh Airport (Lat. 40°29'20" N, Long. 80°13'25" W); within 2 miles either side of the 090° bearing from the airport extending from the 5-mile radius zone to 10 miles E of the OM, and within 2 miles either side of the 270° bearing from the airport extending from the 5-mile radius zone to 10 miles W of the Clinton, Pa., RBN.

Plainview, Tex.
Within a 3-mile radius of Hale County Airport, Plainview, Tex. (Lat. 34°10'10" N, Long. 101°43'00" W), from 0600 to 2200 hours, central standard time, daily.

Plattsburgh, N. Y.
Within a 5-mile radius of the Plattsburgh AFB (Lat. 44°39'05" N, Long. 73°28'10" W); within a 5-mile radius of the Plattsburgh Municipal Airport (Lat. 44°41'10" N, Long. 73°31'10" W); within 2 miles either side of the Plattsburgh AFB TACAN 338° radial extending from the Plattsburgh Municipal Airport 5-mile radius zone to 12 miles N of the TACAN, and within 2 miles either side of the Plattsburgh VOR 213° radial extending from the Plattsburgh Municipal Airport 5-mile radius zone to the VOR.

Pine Bluff, Ark.
Within a 3-mile radius of Grider Field, Pine Bluff, Ark.; within 2 miles either side of a 177° bearing from the Pine Bluff RBN extending from the 5-mile radius zone to 5 miles S of the RBN, and within 2 miles either side of the Pine Bluff VOR 186° and 006° radials extending from the 5-mile radius zone to 5 miles N of the VOR.

Pocatello, Idaho
Within a 5-mile radius of Pocatello Municipal Airport; within 2 miles either side of the Pocatello RR W course extending from the 5-mile radius zone to 10 miles W of the RR, and within 2 miles either side of a 045° bearing from Pocatello Municipal Airport extending from the 5-mile radius zone to 10 miles NE of the airport.

Ponca City, Okla.
Within a 10-mile radius of Ponca City Municipal Airport.

Pontiac, Mich.
Within a 5-mile radius of the Pontiac Municipal Airport (Lat. 42°39'55" N, Long. 83°25'05" W), and within 2 miles either side of the Pontiac VOR 116° radial extending from the 5-mile radius zone to the VOR, from 0600 to 2200 hours, local time, daily.

Portland, Maine

Within a 5-mile radius of Portland Municipal Airport (Lat. 43°38'50" N, Long. 70°18'28" W) and within 2 miles either side of the Portland ILS localizer W course extending from the 5-mile radius zone to 5 miles W of the OM.

Portland, Oreg.

Within a 5-mile radius of Portland International Airport (Lat. 45°35'20" N, Long. 122°35'35" W).

Portsmouth, N. H.

Within a 5-mile radius of Pease AFB, Portsmouth, N. H., and within 2 miles either side of a 144° bearing from the AFB extending from the 5-mile radius zone to 10 miles SE of the OM.

Poughkeepsie, N. Y.

Within a 5-mile radius of Dutchess County Airport, Poughkeepsie, N. Y. (Lat. 41°37'40" N, Long. 73°53' 00" W).

Prescott, Ariz.

Within a 5-mile radius of Prescott Municipal Airport (Lat. 34°39'10" N, Long. 112°25'15" W) and within 2 miles either side of the Prescott RR SE course extending from the 5-mile radius zone to and including the area within a 2-mile radius of Prescott RR.

Presque Isle, Maine

Within a 5-mile radius of Presque Isle Airport (Lat. 46°41'30" N, Long. 68°02'30" W); within 5 miles either side of a 167° bearing from the airport extending from the 5-mile radius zone to 13.7 miles S of the airport.

Providence, R. I.

Within a 5-mile radius of Theodore Francis Green Airport, Providence, R. I., (Lat. 41°43'30" N, Long. 71°25'48" W), and within 2 miles either side of the Providence ILS localizer SW course extending from the 5-mile radius zone to the OM.

Pueblo, Colo.

Within a 5-mile radius of Pueblo Memorial Airport (Lat. 38°17'30" N, Long. 104°30'00" W); within 2 miles either side of the Pueblo VORTAC 081° radial extending from the 5-mile radius zone to 8 miles E of the VORTAC and within 2 miles either side of the Pueblo ILS localizer E course extending from the 5-mile radius zone to 11 miles E of the localizer.

Quantico, Va.

Within a 5-mile radius of MCAS Quantico (Lat. 38°30'10" N, Long. 77°18'20" W).

Quincy, Ill.

Within a 5-mile radius of Quincy-Baldwin Airport and within 2 miles either side of the Quincy VORTAC 035° and 215° radials extending from the 5-mile radius zone to 10 miles SW of the VORTAC.

Quonset Point, R. I.

Within a 5-mile radius of NAS Quonset Point (Lat. 41°35'55" N, Long. 71°24'50" W); within 2 miles either side of the Navy Quonset VOR 146° radial extending from the 5-mile radius zone to 12 miles SE of the VOR; within 2 miles either side of the Navy Quonset TACAN 150° radial extending from the 5-mile radius zone to 9 miles SE of the TACAN, excluding the portion within the Providence R. I., control zone.

Raleigh, N. C.

Within a 5-mile radius of Raleigh-Durham Airport (Lat. 35°52'15" N, Long. 78°47'10" W) and within 2 miles either side of the Raleigh-Durham ILS localizer SW course extending from the 5-mile radius zone to the OM.

Rantoul, Ill.,

Within a 5-mile radius of Chanute AFB, Rantoul, Ill., (Lat. 40°17'40" N, Long. 88°08'20" W), and within 2 miles either side of the Chanute VOR 270° and 090° radials extending from the 5-mile radius zone to 12 miles E of the VOR.

Rapid City, S. Dak.

Within a 5-mile radius of Ellsworth AFB, Rapid City, S. Dak., (Lat. 44°08'40" N, Long. 103°06'10" W); within 2 miles either side of the extended centerline of the Ellsworth AFB runway 30 extending from the 5-mile radius zone to 17 miles SE of the approach end of runway 30; within a 5-mile radius of the Rapid City Municipal Airport (Lat. 44°02'35" N, Long. 103°03'30" W), and within 2 miles either side of the Rapid City VORTAC 335° and 155° radials extending from the 5-mile radius zone to 10 miles SE of the VORTAC.

Rawlins, Wyo.

Within a 5-mile radius of Rawlins Municipal Airport (Lat. 41°48'15" N, Long. 107°12'05" W), and within 2 miles either side of the Sinclair, Wyo., RR E and W courses extending from the 5-mile radius zone to 10 miles E of the RR.

Reading, Pa.

Within a 5-mile radius of General Carl A. Spartz Airport, Reading, Pa. (Lat. 40°22'40" N, Long. 78°58'00" W).

NAAS Ream Field, Calif.

Within a 3-mile radius of NAAS Ream Field (Lat. 32°34'00" N, Long. 117°06'50" W), and the airspace W of Ream Field within the arc of a 6-mile radius circle centered on the Ream Field TACAN extending counterclockwise from a line 2 miles N of and parallel to the Ream Field TACAN 288° radial to the United States/Mexican Flight Information Region boundary, excluding the portion within the San Diego, Calif., control zone, and the portion under the jurisdiction of Mexico.

Red Bluff, Calif.

Within a 5-mile radius of Red Bluff Municipal (Bidwell Field) (Lat. 40°09'15" N, Long. 122°14'50" W).

Redmond, Oreg.

Within a 5-mile radius of Roberts Field (Lat. 44°15'11" N, Long. 121°08'55" W) and within 2 miles either side of the Redmond VOR 090° radial extending from the 5-mile radius zone to the VOR.

Reno, Nev. (Reno Airport)

Within a 5-mile radius of Reno Airport (Lat. 39°30'02" N, Long. 119°46'07" W) and within 2 miles either side of the Reno ILS localizer N course extending from the 5-mile radius zone to the Sparks, Nev., RBN.

Reno, Nev. (Stead AFB)

Within a 5-mile radius of Stead AFB (Lat. 39°40'25" N, Long. 119°52'40" W) excluding the portion within the Reno, Nev., (Reno Airport) control zone.

Renton, Wash.

That airspace bounded by a line beginning at Lat. 47°31'55" N, Long. 122°11'40" W, thence clockwise via the circumference of a 3 mile radius circle centered at Renton Airport (Lat. 47°29'35" N, Long. 122°12'50" W) to Lat. 47°27'00" N, Long. 122°11'50" W, to Lat. 47°28'20" N, Long. 122°13'50" W, to Lat. 47°30'45" N, Long. 122°13'50" W, to the point of beginning, from 0700 to 2300 hours local time, daily.

Richmond, Va.

Within a 5-mile radius of Byrd Field, Richmond, Va., (Lat. 37°30'20" N, Long. 77°18'30" W); within 2 miles either side of the Richmond RR SW course extending from the 5-mile radius zone to 9 miles SW of the RR, within 2 miles either side of the Richmond ILS localizer SW and NE courses extending from the 5-mile radius zone to 10 miles SW of the OM and 10 miles NE of the MM.

Riverside, Calif.

Within a 5-mile radius of March AFB, Riverside, Calif., and within 2 miles either side of a line extending from March AFB through the Riverside VOR to 5 miles SW of the VOR.

Roanoke, Va.

Within a 5-mile radius of Woodrum Field, Roanoke, Va., (Lat. 37°19'30" N, Long. 79°58'35" W).

Rockford, Ill.

Within a 5-mile radius of Greater Rockford Airport (Lat. 42°11'50" N, Long. 89°05'45" W); within 2 miles either side of a line extending from Greater Rockford Airport through the Rockford RBN to 12 miles S of the RBN, and within 2 miles either side of the Rockford VORTAC 112° and 292° radials extending from the 5-mile radius zone to 12 miles NW of the VORTAC.

Rochester, Minn.

Within a 5-mile radius of Rochester Municipal Airport (Lat. 43°54'33" N, Long. 92°29'42" W); within 2 miles either side of the Rochester ILS localizer SE course extending from the 5-mile radius zone to the OM and within 2 miles either side of the Rochester VOR 030° radial extending from the 5-mile radius zone to the VOR.

Rochester, N. Y.

Within a 5-mile radius of Rochester-Monroe County Airport (Lat. 43°07'20" N, Long. 77°39'55" W); within 2 miles either side of the Rochester ILS localizer E course extending from the 5-mile radius zone to 10 miles E of the OM, and within 2 miles either side of the Rochester VOR 171° and 278° radials extending from the 5-mile radius zone to 10 miles S of and W of the VOR.

Rocky Mount, N. C.

Within a 5-mile radius of Rocky Mount Airport and within 2 miles either side of the Rocky Mount VOR 263° and 083° radials extending from the 5-mile radius zone to 10 miles E of the VOR.

Rock Springs, Wyo.

Within a 5-mile radius of Rock Springs Municipal Airport (Lat. 41°35'45" N, Long. 109°04'00" W); within 2 miles either side of the Rock Springs RR E course extending from the 5-mile radius zone to the Point of Rocks FM and within 2 miles either side of the Rock Springs ILS localizer W course extending from the 5-mile radius zone to the Point of Rocks FM.

Rome, N. Y.

Within a 5-mile radius of Griffiss AFB, Rome, N. Y., (Lat. 43°14'10" N, Long. 75°24'25" W).

Roosevelt Roads, Puerto Rico

Within a 5-mile radius of NAS Roosevelt Roads (Lat. 18°15'05" N, Long. 65°38'35" W).

Roswell, N. Mex.

Within a 15-mile radius of Roswell RR and within 2 miles either side of the Roswell VOR 220° and 297° radials extending from the 15-mile radius zone to 10 miles SW and NW of the VOR.

Sacramento, Calif (Sacramento Municipal)

Within a 5-mile radius of Sacramento Municipal Airport (Lat. 38°30'45" N, Long. 121°29'33" W), including a 1-mile radius of Reed AAF, Sacramento, Calif., (Lat. 38°31'00" N, Long. 121°23'45" W); within 2 miles either side of the Sacramento RR SW course extending from the 5-mile radius zone to the Clarksburg FM; and within 2 miles either side of the Sacramento ILS localizer NE course extending from the 5-mile radius zone to the McClellan AFB, Sacramento, Calif., control zone.

Sacramento, Calif. (Mather AFB)

Within a 5-mile radius of Mather AFB (Lat. 38°33'10" N, Long. 121°18'05" W) and within 2 miles either side of the Mather VOR 239° radial extending from the 5-mile radius zone to the VOR, excluding the portion NW of a line from Lat. 38°37'25" N, Long. 121°19'20" W to Lat. 38°35'20" N, Long. 121°22'55" W, and excluding the portion within the Sacramento Municipal control zone.

Sacramento, Calif. (McClellan AFB)

Within a 5-mile radius of McClellan AFB (Lat. 38°39'45" N, Long. 121°24'10" W) and within 2 miles either side of the McClellan VOR 183° radial extending from the 5-mile radius zone to the VOR, excluding the portion SE of a line from Lat. 38°37'25" N, Long. 121°19'20" W to Lat. 38°35'20" N, Long. 121°22'55" W.

Saginaw, Mich.

Within a 5-mile radius of Tri City Airport, Saginaw, Mich.; within 2 miles either side of a 347° bearing from the Saginaw RBN extending from the 5-mile radius zone to 10 miles N of the RBN and within 2 miles either side of the Saginaw VOR 035°, 107°, 147°, 235°, 257° and 310° radials extending from the 5-mile radius zone to 12 miles NE, E, SE, SW, W and NW of the VOR.

St. Charles, Ill.

Within a 3-mile radius of DuPage County Airport, St. Charles, Ill., (Lat. 41°54'45" N, Long. 88°14'35" W), and within 2 miles either side of the DuPage VOR 069° radial extending from the 3-mile radius zone to the VOR, from 0600 to 2200 hours, local time, daily.

St. Joseph, Mo. (Rosecrans Memorial Airport)

Within a 5-mile radius of the Rosecrans Memorial Airport (Lat. 39°46'23" N, Long. 94°54'31" W), and within 2 miles either side of the St. Joseph ILS localizer S course extending from the 5 mile radius zone to the OM.

St. Louis, Mo.
Within a 5-mile radius of Lambert-St. Louis Municipal Airport (Lat. 38°44'50" N, Long. 90°21'55" W); within 2 miles either side of the St. Louis ILS localizer NE course extending from the 5-mile radius zone to 5 miles NE of the LOM; within 2 miles either side of the ILS localizer SW course extending from the 5-mile radius zone to 10 miles SW of the Lake RBN, and within 2 miles either side of the St. Louis VORTAC 323° and 143° radials extending from the 5-mile radius zone to 10 miles NW of the VORTAC.

Salem, Oreg. (McNary Airport)
Within a 3-mile radius of McNary Airport and within 2 miles either side of a 150° bearing from the airport extending from the 5-mile radius zone to 5 miles SE of the airport.

Salina, Kans.
Within a 5-mile radius of Salina Municipal Airport (Lat. 38°49'10" N, Long. 97°34'00" W), and within an 8-mile radius of Schilling AFB, Salina, Kans., (Lat. 38°47'30" N, Long. 97°38'45" W). The portion of this control zone within R-3601 shall be used only after obtaining prior approval from appropriate authority.

Salinas, Calif.
Within a 5-mile radius of Salinas Municipal Airport.

Salisbury, Md.
Within a 5-mile radius of Salisbury-Wicomico County Airport (Lat. 38°20'25" N, Long. 75°30'40" W).

Salt Lake City, Utah
Within a 5-mile radius of Salt Lake City Municipal Airport No. 1 (Lat. 40°47'10" N, Long. 111°58'05" W); within 2 miles either side of the N course of Salt Lake City RR N course extending from the 5-mile radius zone to the Layton FM and within 2 miles either side of the Salt Lake City RR W course extending from the 5-mile radius zone to 10 miles W of the RR.

San Angelo, Tex.
Within a 5-mile radius of Mathis Field, San Angelo, Tex., (Lat. 31°21'35" N, Long. 100°29'40" W); within 2 miles either side of the San Angelo VOR 072° radial extending from the 5-mile radius zone to 10 miles NE of the VOR, and within 2 miles either side of the San Angelo ILS localizer SW course extending from the 5-mile radius zone to the OM.

San Antonio, Tex. (International Airport)
Within a 5-mile radius of San Antonio International Airport (Lat. 29°31'50" N, Long. 98°28'12" W); within 2 miles either side of the San Antonio VORTAC 184° radial extending from the 5-mile radius zone to the VORTAC, and within 2 miles either side of the San Antonio No. 2 ILS localizer NW course extending from the 5-mile radius zone to the LOM.

San Antonio, Tex. (Randolph AFB)
Within a 5-mile radius of Randolph AFB (Lat. 29°32'09" N, Long. 98°16'57" W); within 2 miles either side of the La Vernia, Tex., VOR 338° radial, extending from the 5-mile radius zone to the La Vernia VOR, and within 2 miles either side of the 329° bearing from the Randolph RBN extending from the 5-mile radius zone to the Randolph RBN.

San Antonio, Tex. (Kelly AFB)
Within a 5-mile radius of Kelly AFB (Lat. 29°23'00" N, Long. 98°35'00" W); within 2 miles either side of the Kelly ILS localizer N course extending from the 5-mile radius zone to the OM, and within 2 miles either side of the Somerset, Tex., VOR 035° radial extending from the 5-mile radius zone to the Somerset VOR.

San Antonio, Tex. (Stinson Field)
Within a 3-mile radius of Stinson Field (Lat. 29°20'15" N, Long. 98°28'20" W), from 0700 to 2300 hours, local standard time, daily, excluding the portion within the Kelly AFB control zone.

San Bernardino, Calif.
Within a 5-mile radius of Norton AFB, San Bernardino, Calif. (Lat. 34°05'45" N, Long. 117°14'05" W) and within 2.25 miles either side of a 248° bearing from the Norton AFB extending from the 5-mile radius zone to the centerline of the Riverside, Calif., RR NW course.

San Diego, Calif. (Lindbergh Field - NAS North Island)
Within a 5-mile radius of Lindbergh Field (Lat. 32°43'58" N, Long. 117°11'14" W); within a 5-mile radius of the NAS North Island TACAN (Lat. 32°41'41" N, Long. 117°13'21" W); within 2 miles either side of the Lindbergh Field VOR 287° radial extending from the 5-mile radius zone to 10 miles NW of the VOR, and within 2 miles either side of the NAS North Island TACAN 120°, 185° and 235° radials extending from the 5-mile radius zones to 6 miles SE, S and SW of the TACAN, excluding the portion of the Lindbergh Field 5-mile radius zone N of Lat. 32°47'00" N, and the portion within W-593.

San Diego, Calif. (San Diego County - Gillespie Field)
Within a 3-mile radius of the San Diego County-Gillespie Field (Lat. 32°49'26" N, Long. 116°58'18" W), from 0600 to 2200 hours local time, daily.

Sanford, Fla.
Within a 5-mile radius of NAS Sanford (Lat. 28°46'25" N, Long. 81°14'20" W) and within 2 miles either side of a 270° bearing from NAS Sanford RBN extending from the 5-mile radius zone to 12 miles W of the RBN.

San Francisco, Calif.
Within a 7-mile radius of the San Francisco International Airport (Lat. 37°37'07" N, Long. 122°22' 35" W, including the airspace bounded on the SW by the San Francisco 7-mile radius zone and on the N and NE by the Oakland and NAS Alameda control zones, excluding the portion within the Oakland control zone.

San Jose, Calif.
Within a 3.5-mile radius of the San Jose Municipal Airport, excluding the portion within the Mountain View, Calif., NAS Moffett control zone.

San Juan, P. R. (International Airport)
Within a 5-mile radius of the Puerto Rico International Airport (Lat. 18°26'40" N, Long. 66°00'20" W); within a 3-mile radius of the San Juan Air Terminal (Isla Grande) (Lat. 18°27'30" N, Long. 66°05'50" W); within 2 miles either side of the 067° and 281° bearings from the San Pat, P. R., RBN extending from the 5-mile radius zone to 12 miles W of the RBN, and within 2 miles either side of the San Juan VOR 058° and 087° radials extending from the 5-mile radius zone to 12 miles NE and E of the VOR.

San Rafael, Calif.
Within a 5-mile radius of Hamilton AFB, San Rafael, Calif. (Lat. 38°03'35" N, Long. 122°30'35" W).

Santa Ana, Calif.
Within a 3-mile radius of Orange County Airport, Santa Ana, Calif., (Lat. 33°40'10" N, Long. 117°52' 15" W); within a 3-mile radius of MCAF Santa Ana (Lat. 33°42'22" N, Long. 117°49'35" W), excluding the portion E of a line from Lat. 33°43'55" N, Long. 117°47'00" W to Lat. 33°39'50" N, Long. 117°49'00" W.

Santa Barbara, Calif.
Within a 5-mile radius of Santa Barbara Municipal Airport (Lat. 34°25'35" N, Long. 119°50'20" W), and within 2 miles either side of a 270° bearing from the airport extending from the 5-mile radius zone to 13 miles W of the airport.

Santa Fe, N. Mex.
Within a 5-mile radius of Santa Fe - County Municipal Airport (Lat. 35°37'00" N, Long. 106°05'25" W).

Santa Maria, Calif.
Within a 5-mile radius of Santa Maria Airport, excluding the portion within R-2516.

Santa Monica, Calif.
Within a 3-mile radius of the Santa Monica Municipal Airport (Lat. 34°00'57" N, Long. 118°27'00" W), excluding the portion subtended by a chord drawn between the points of INT of the Santa Monica 3-mile radius zone with the Los Angeles, Calif., 5-mile radius zone. This control zone shall be effective from 0700 to 2300 hours, local time, daily.

Santa Rosa, Calif.
Within a 3-mile radius of Sonoma County Airport, Santa Rose, Calif., (Lat. 38°30'30" N, Long. 122°48' 45" W), from 0600 to 2200 hours local time, daily, excluding the portion within R-2522.

Sarasota, Fla.

Within a 5-mile radius of the Sarasota-Bradenton Airport (Lat. 27°23'47" N, Long. 82°33'15" W), and within 2 miles either side of the Sarasota-Bradenton VOR 305° radial extending from the 5-mile radius zone to 8 miles NW of the VOR. This control zone shall be effective from 0600 to 2200 hours EST, daily.

Sault Ste. Marie, Mich (Kincheloe AFB)

Within a 10-mile radius of Kincheloe AFB; within 5 miles either side of the ILS localizer NW course extending from the 10-mile radius zone to 10 miles NW of the LOM, excluding that portion outside the United States.

Sault Ste. Marie, Mich. (Sault Ste. Marie Airport)

That airspace over United States territory within a 5-mile radius of the Sault Ste. Marie Airport (Lat. 48°28'40" N, Long. 84°21'55" W); within 2 miles either side of the Sault Ste. Marie RR SE course extending from the 5-mile radius zone to 12 miles SE of the RR and within 2 miles either side of the Sault Ste. Marie VOR 146° and 326° radials extending from the 5-mile radius zone to 12 miles SE of the VOR.

Savannah, Ga.

Within a 5-mile radius of Travis Airport, Savannah, Ga., (Lat. 32°07'35" N, Long. 81°12'05" W); within a 5-mile radius of Hunter AFB, Savannah, Ga., (Lat. 32°00'35" N, Long. 81°08'45" W); within 2 miles either side of the extended centerline of the Hunter AFB E-W runway extending from the Hunter AFB 5-mile radius zone to 10 miles E of the runway; within 2 miles either side of the extended centerline of the Travis Field E-W runway extending from the Travis Field 5-mile radius zone to 10 miles W of the runway; and within 2 miles either side of the Savannah VORTAC 245° and 065° radials extending from the Travis Field 5-mile radius zone to 10 miles NE of the VORTAC.

Schenectady, N. Y.

Within a 5-mile radius of Schenectady County Airport (Lat. 42°51'20" N, Long. 73°55'55" W), and within 2 miles either side of a direct line extending from the Schenectady County Airport 5-mile radius zone to the Albany, N. Y., ILS OM.

Scottsbluff, Nebr.

Within a 5-mile radius of Scottsbluff Municipal Airport and within 2 miles either side of the Scottsbluff RR SE and NW courses extending from the 5-mile radius zone to 10 miles SE of the RR and within 2 miles either side of the Scottsbluff VORTAC 259° and 079° radials extending from the 5-mile radius zone to 12 miles NE of the VORTAC.

Seattle, Wash. (NAS Seattle)

Within a 5-mile radius of NAS Seattle (Lat. 47°40'50" N, Long. 122°15'10" W) extending 1.5 miles either side of a 341° bearing from the airport extending from the 5-mile radius zone to 7 miles NW of the airport, excluding the portion W of a line connecting Lat. 47°44'00" W, Long. 122°20'10" and Lat. 47°37'00" N, Long. 122°19'10" W.

Seattle, Wash. (Seattle-Tacoma International Airport)

That airspace bounded by a line beginning at Lat. 47°29'20" N, Long. 122°13'50" W, thence S to Lat. 47°28'20" N, Long. 122°13'50" W, thence SE to Lat. 47°27'00" N, Long. 122°11'50" W, thence clockwise along the arc of a 5 mile radius circle centered at the Seattle-Tacoma International Airport to Lat. 47°29'20" N. Long. 122°23'10" W, thence E to the point of beginning.

Seattle, Wash. (Boeing Airport)

That airspace bounded by a line beginning at Lat. 47°31'55" N, Long. 122°11'40" W, thence SW to Lat. 47°30'45" N, Long. 122°13'50" W, thence S to Lat. 47°29'20" N, Long. 122°13'50" W, thence W to Lat. 47°29'20" N, Long. 122°23'10" W, thence clockwise along the arc of a 5 mile radius circle centered on the Boeing Airport to the point of beginning.

Sedalia, Mo.

Within a 5-mile radius of Whiteman AFB, Sedalia, Mo., and within 2 miles either side of a 191° bearing from the AFB extending from the 5-mile radius zone to 20 miles SW of the AFB.

Selma, Ala.

Within a 5-mile radius of Craig AFB, Selma, Ala., (Lat. 32°20'25" N, Long. 86°59'20" W).

Shemya, Alaska

Within a 5-mile radius of Shemya Airport (Lat. 52°43'10" N, Long. 174°06'05" W); within 2 miles either side of a 104° bearing from the Shemya RBN extending from the 5-mile radius zone to 12 miles E of the RBN, and within 2 miles either side of a 284° bearing from the Shemya RBN extending from the 5-mile radius zone to 12 miles W of the RBN, excluding the portion within R-2204.

Sheridan, Wyo.

Within a 5-mile radius of Sheridan County Airport (Lat. 44°46'25" N, Long. 106°58'15" W); within 2 miles either side of the Sheridan RR SE course extending from the 5-mile radius zone to the Ucross, Wyo., FM.

Sherman, Tex.

Within a 5-mile radius of Perrin AFB, Sherman, Tex. (Lat. 33°42'48" N, Long. 96°40'29" W), within 2 miles either side of the Perrin AFB VOR 002° and 179° radials extending from the 5-mile radius zone to 10 miles N and S of the VOR.

Shreveport, La. (Downtown Airport - Barksdale AFB)

Within a 5-mile radius of Shreveport Downtown Airport (Lat. 32°32'25" N, Long. 93°44'40" W), excluding the portion within the Greater Shreveport control zone; within 2 miles either side of the Shreveport RR NW course extending from the Downtown Airport 5-mile radius zone to 12 miles NW of the RR; within a 5-mile radius of the Barksdale AFB (Lat. 32°30'05" N, Long. 93°39'45" W); within 2 miles either side of the Shreveport VORTAC 155° radial extending from the Barksdale 5-mile radius zone to the VORTAC; and within 2 miles either side of the Barksdale AFB VOR 330° and 150° radials extending from the 5-mile radius zone to 3 miles SE of the VOR.

Shreveport, La. (Greater Shreveport)

Within a 5-mile radius of Greater Shreveport Municipal Airport (Lat. 32°26'45" N, Long. 93°48'25" W), and within 2 miles either side of the Greater Shreveport ILS localizer SE and NW courses extending from the 5-mile radius zone to 15 miles SE of the localizer and to 5 miles NW of the LOM.

Sidney, Nebr.

Within a 3-mile radius of Sidney Airport and within 2 miles either side of the Sidney VOR 079° and 259° radials extending from the 3-mile radius zone to 12 miles W of the VOR.

Simmons Army Airfield, N. C.

Within a 5-mile radius of Simmons AAF (Lat. 35°07'55" N, Long. 78°56'05" W), excluding the portion within the Fort Bragg, N. C., control zone.

Sioux City, Iowa

Within a 5-mile radius of Sioux City Municipal Airport (Lat. 42°24'10" N, Long. 96°23'10" W); within 2 miles either side of the Sioux City RR S course, extending from the 5-mile radius zone to 8 miles S of the RR; within 2 miles either side of the Sioux City VORTAC 142° and 322° radials, extending from the 5-mile radius zone to 10 miles SE of the VORTAC, and within 2 miles either side of the 136° and 316° bearings from the Sioux City LOM extending from the 5-mile radius zone to 10 miles SE of the OM.

Sioux Falls, S. Dak.

Within a 5-mile radius of Sioux Falls Airport (Foss Field); within 2 miles either side of the Sioux Falls RR NW course extending from the 5-mile radius zone to 12 miles NW of the RR; within 2 miles either side of the Sioux Falls VORTAC 336° radial extending from the 5-mile radius zone to 12 miles NW of the VORTAC; within 2 miles either side of the Sioux Falls ILS localizer SW course extending from the 5-mile radius zone 12 miles SW of the OM and within 2 miles either side of the ILS localizer NE course extending from the 5-mile radius zone to 16 miles NE of the localizer.

Sitka, Alaska

Within a 5-mile radius of Sitka Harbor Seaplane Base (Lat. 57°03'30" N, Long. 135°21'30" W), and within 2 miles either side of the Sitka RR NE and SW courses extending from the 5-mile radius zone to 2 miles SW of the RR.

Smyrna, Tenn.

Within a 5-mile radius of Sewart AFB, Smyrna, Tenn., and within 2 miles either side of a 139° bearing from the Sewart AFB RBN extending from the 5-mile radius zone to 10 miles SE of the RBN.

South Bend, Ind.

Within a 5-mile radius of St. Joseph County Airport, South Bend, Ind. (Lat. 41°42'15" N, Long. 86°18'50" W).

South Weymouth, Mass.

Within a 5-mile radius of NAS South Weymouth (Lat. 42°08'55" N, Long. 70°56'25" W); within 2 miles either side of the 336° bearing from the South Weymouth RBN extending from the 5-mile radius zone to the RBN; and within 2 miles either side of the South Weymouth TACAN 165° radial extending from the 5-mile radius zone to 7 miles S of the TACAN.

Spartanburg, S. C.
Within a 5-mile radius of Spartanburg Municipal Airport (Lat. 34°54'55" N, Long. 81°57'35" W) and within 2 miles either side of the 237° bearing from the Spartanburg RBN extending from the 5-mile radius zone to 10 miles SW of the RBN.

Spokane, Wash.
Within a 5-mile radius of Spokane International Airport (Lat. 47°37'35" N, Long. 117°32'05" W) and within a 5-mile radius of Fairchild AFB, Spokane, Wash. (Lat. 47°36'55" N, Long. 117°39'20" W).

Springfield, Ill.
Within a 5-mile radius of Capital Airport, Springfield, Ill. (Lat. 39°50'35" N, Long. 89°40'35" W); within 2 miles either side of the Springfield RR NE and SW courses extending from the 5-mile radius zone to 12 miles SW of the RR; within 2 miles either side of the Springfield VOR 040° radial extending from the 5-mile radius zone to 12 miles NE of the VOR, and within 2 miles either side of 042° and 222° bearings from the ILS LOM extending from the 5-mile radius zone to 12 miles SW of the LOM.

Springfield, Mo.
Within a 5-mile radius of Springfield Municipal Airport (Lat. 37°14'35" N, Long. 93°23'20" W) and within 2 miles either side of the Springfield RR SE and NW courses extending from the 5-mile radius zone to 10 miles NW of the RR and within 2 miles either side of the Springfield VORTAC 019° and 199° radials extending from the 5-mile radius zone to 10 miles NE of the VORTAC.

Springfield, Ohio
Within a 5-mile radius of Springfield Municipal Airport and within 2 miles either side of a 051° bearing from the end of the NE - SW runway extending from the 5-mile radius zone to 10 miles NE of the airport.

Stockton, Calif.
Within a 5-mile radius of Stockton Municipal Airport (Lat. 37°53'56" N, Long. 121°14'30" W); within 2 miles either side of the Stockton VORTAC 320° radial extending from the 5-mile radius zone to the VORTAC and within 2 miles either side of a 308° bearing from the Stockton ILS OM extending from the 5-mile radius zone to the OM.

Summit, Alaska
Within a 5-mile radius of Summit Airport (Lat. 63°19'55" N, Long. 149°07'30" W).

Sumter, S. C.
Within a 5-mile radius of Shaw AFB, Sumter, S. C.

Syracuse, N. Y.
Within a 5-mile radius of Clarence E. Hancock Airport, Syracuse, N. Y., (Lat. 43°06'50" N, Long. 76°06'35" W); within 2 miles either side of the Syracuse ILS localizer E course extending from the 5-mile radius zone to 10 miles E of the OM; within 2 miles either side of a direct line from the airport extending from the 5-mile radius zone to the Syracuse RR; within 2 miles either side of the Syracuse RR W course extending from the 5-mile radius zone to 10 miles W of the RR, and within 2 miles either side of the Syracuse VORTAC 120° and 300° radials extending from the 5-mile radius zone to 10 miles NW of the VORTAC.

Tacoma, Wash.
Within a 5-mile radius of McChord AFB, Tacoma, Wash., (Lat. 47°08'20" N, Long. 122°28'05" W), and within 2 miles either side of the McChord RR N course extending from the 5-mile radius zone to the RR. The portion of the control zone within R-6703 shall be used only after obtaining prior approval from appropriate authority.

Tallahassee, Fla.
Within a 5-mile radius of Tallahassee Municipal Airport (Lat. 30°23'33" N, Long. 84°21'06" W), and within 2 miles either side of the 299° bearing from the Tallahassee RBN extending from the 5-mile radius zone to 12 miles NW of the RBN.

Talkeetna, Alaska
Within a 5-mile radius of Talkeetna Airport (Lat. 62°19'20" N, Long. 150°05'20" W).

Tampa, Fla.

Within a 5-mile radius of Tampa International Airport (Lat. 27°58'30" N, Long. 82°31'40" W); within a 5-mile radius of the Mac Dill AFB (Lat. 27°51'05" N, Long. 82°31'15" W); within a 5-mile radius of St. Petersburg-Clearwater International Airport (Lat. 27°54'40" N, Long. 82°41'10" W); within 2 miles either side of a line extending from the Tampa International Airport to the Tampa RBN; within 2 miles either side of the 137° bearing from the Tampa RBN extending from the Mac Dill AFB 5-mile radius zone to 10 miles SE of the RBN; within 2 miles either side of the St. Petersburg VORTAC 340° radial extending from the St. Petersburg-Clearwater International Airport 5-mile radius zone to 10 miles NW of the VORTAC, and within 5 miles either side of a line extending from the St. Petersburg-Clearwater International Airport to the Tampa International Airport.

Tanana, Alaska

Within a 5-mile radius of Tanana Airport (Lat. 65°10'25" N, Long. 152°06'35" W).

Terre Haute, Ind.

Within a 5-mile radius of Hulman Field, Terre Haute, Ind., (Lat. 39°27'07" N, Long. 87°18'28" W); within 2 miles either side of the Terre Haute VOR 052° radial extending from the 5-mile radius zone to 12 miles NE of the VOR, and within 2 miles either side of a 047° bearing from the Terre Haute RBN, extending from the 5-mile radius zone to 12 miles NE of the RBN.

Teterboro, N. Y.

Within a 5-mile radius of Teterboro Air Terminal (Lat. 40°51'05" N, Long. 74°03'40" W).

Texarkana, Ark.

Within a 5-mile radius of Texarkana Municipal Airport (Lat. 33°27'20" N, Long. 93°59'15" W), and within 2 miles either side of the Texarkana VORTAC 129° and 309° radials extending from the 5-mile radius zone to 10 miles NW of the VORTAC.

Toledo, Ohio

Within a 5-mile radius of Toledo Express Airport and within 2 miles either side of the Toledo ILS localizer SW course extending from the 5-mile radius zone to 10 miles SW of the OM.

Topeka, Kans.

Within an 8-mile radius of Phillip Billard Airport, Topeka, Kans., (Lat. 39°04'09" N, Long. 95°37'18" W); within a 5-mile radius of Forbes AFB, Topeka, Kans., (Lat. 38°57'10" N, Long. 95°39'50" W); within 2 miles either side of the Topeka ILS localizer NW course extending from the Phillip Billard 8-mile radius zone to 15 miles NW of the localizer, and within 2 miles either side of the Topeka VORTAC 040° radial extending from the Phillip Billard 8-mile radius zone to 10 miles NE of the VORTAC.

Torrance, Calif.

Within a 3-mile radius of Torrance Municipal Airport (Lat. 33°48'10" N, Long. 118°20'20" W).

Traverse City, Mich.

Within a 5-mile radius of Traverse City Municipal Airport; within 2 miles either side of the Traverse City RR SE course extending from the 5-mile radius zone to 12 miles SE of the RR and within 2 miles either side of the Traverse City VOR 348° and 168° radials extending from the 5-mile radius zone to 12 miles S of the VOR.

Trenton, N. J.

Within a 5-mile radius of Mercer County Airport, Trenton, N. J., (Lat. 40°16'33" N, Long. 74°48'55" W) from 0800 to 2400 hours, local time, daily, excluding the portion within the North Philadelphia, Pa., control zone.

Tri-City, Tenn.

Within a 5-mile radius of Tri-City Airport (Lat. 36°28'30" N, Long. 82°24'20" W); within 2 miles either side of the Tri-City ILS localizer NE course extending from the 5-mile radius zone to 8 miles NE of the OM, and within 2 miles either side of the 043° and 223° bearings from the Boone RBN extending from the 5-mile radius zone to 8 miles SW of the RBN.

Troutdale, Oreg.

Within a 3-mile radius of Troutdale Airport (Lat. 45°33'00" N, Long. 122°23'50" W), excluding the portion within R-5703. This control zone shall be effective from 0600 to 2200 p.s.t., daily.

Truth or Consequences, N. Mex.

Within a 5-mile radius of Truth or Consequences Municipal Airport and within 2 miles either side of the Truth or Consequences VOR 013° radial extending from the 5-mile radius zone to 10 miles N of the VOR.

Tucson, Ariz. (Davis-Monthan AFB)

Within a 5-mile radius of Davis-Monthan AFB (Lat. 32°10'00" N, Long. 110°53'00" W), and within a 1-mile radius of Downtown Tucson Airport (Lat. 32°11'10" N, Long. 110°56'55" W), excluding the portion SW of a line extending from Lat. 32°11'16" N, Long. 110°57'58" W, to Lat. 32°05'45" N, Long. 110°51'40" W.

Tucson, Ariz. (Tucson Municipal)

Within a 5-mile radius of Tucson Municipal Airport (Lat. 32°07'05" N, Long. 110°56'35" W), excluding that portion NE of a line extending from Lat. 32°11'16" N, Long. 110°57'58" W, to Lat. 32°05'45" N, Long. 110°51'40" W.

Tucumcari, N. Mex.

Within a 5-mile radius of Tucumcari Municipal Airport (Lat. 35°10'50" N, Long. 103°30'15" W).

Tulsa, Okla.

Within a 5-mile radius of Tulsa Municipal Airport (Lat. 36°12'01" N, Long. 95°53'15" W); within 2 miles either side of the Tulsa ILS localizer N course extending from the 5-mile radius zone to the Owasso, Okla., RBN; within 2 miles either side of the Tulsa VORTAC 268° radial extending from the 5-mile radius zone to the VORTAC, and within 2 miles either side of the ILS localizer S course extending from the 5-mile radius zone to the OM.

Tuscaloosa, Ala.

Within a 5-mile radius of Van De Graaff Airport, Tuscaloosa, Ala., (Lat. 33°13'35" N, Long. 87°36'35" W), and within 2 miles either side of the Tuscaloosa VORTAC 060° radial extending from the 5-mile radius zone to 10 miles NE of the VORTAC.

Tyler, Tex.

Within a 5-mile radius of Pounds Field, Tyler, Tex., (Lat. 32°21'17" N, Long. 95°23'55" W); within 2 miles either side of the Pounds Field ILS localizer NW course extending from the 5-mile radius zone to the OM, and within 2 miles either side of the Pounds Field ILS localizer SE course extending from the 5-mile radius zone to the INT of the Pounds Field ILS localizer SE course and the Gregg County, Tex., VOR 265° radial.

Unalakleet, Alaska

Within a 5-mile radius of Unalakleet Airport (Lat. 63°53'10" N, Long. 160°47'30" W), and within 2 miles either side of the Unalakleet RR W course extending from the 5-mile radius zone to 12 miles W of the RR.

Utica, N. Y.

Within a 5-mile radius of Oneida County Airport, Utica, N. Y., (Lat. 43°08'45" N, Long. 75°22'55" W) and within 2 miles either side of the Utica ILS localizer SE course extending from the 5-mile radius zone to the Utica RBN, excluding the portion within the Griffis AFB control zone.

Valdosta, Ga. (Moody AFB)

Within a 10-mile radius of Moody AFB, Valdosta, Ga.

Valdosta, Ga. (Valdosta Municipal Airport)

Within a 5-mile radius of Valdosta Municipal Airport and within 2 miles either side of the Valdosta VOR 004° and 184° radials extending from the 5-mile radius zone to 10 miles SW of the VOR, excluding the portion within the Moody AFB control zone.

Valparaiso, Fla.

Within a 5-mile radius of Eglin AFB, Valparaiso, Fla., (Lat. 38°29'10" N, Long. 86°31'55" W), and within 2 miles either side of a line extending from the Eglin AFB through the Eglin AFB RBN to 2 miles S of the RBN.

Vero Beach, Fla.

Within a 5-mile radius of Vero Beach Municipal Airport (Lat. 27°39'15" N, Long. 80°24'55" W), and within 2 miles either side of a 291° bearing from the Vero Beach RBN extending from the 5-mile radius zone to 10 miles W of the RBN.

Victorville, Calif.

Within a 5-mile radius of George AFB, Victorville, Calif., (Lat. 34°35'50" N, Long. 117°22'35" W), and within 2 miles either side of the George AFB VOR 355° and 005° radials extending from the 5-mile radius zone to 11 miles N of the VOR.

Waco, Tex.

Within a 5-mile radius of Waco Municipal Airport (Lat. 31°36'40" N, Long. 87°13'40" W); within a 5-mile radius of James Connally AFB, Waco, Tex., (Lat. 31°38'20" N, Long. 97°04'25" W), and within 2 miles either side of direct lines from James Connally AFB extending from the James Connally 5-mile radius zone to the Abbott RBN and to the Prairie Hill RBN.

Wake Island

Within a 5-mile radius of Wake Island (Lat. 19°18'00" N, Long. 166°38'00" E); within 2 miles either side of the Wake Island VORTAC 306° radial extending from the 5-mile radius zone to 12 miles NW of the VORTAC; within 2 miles either side of the 101° bearing from the Wake Island RBN extending from the 5-mile radius zone to 12 miles E of the RBN, and within 2 miles either side of the 281° bearing from the Wake Island RBN extending from the 5-mile radius zone to 12 miles W of the VORTAC.

Walla Walla, Wash.

Within a 5-mile radius of Walla Walla City-County Airport (Lat. 46°05'35" N, Long. 118°17'20" W).

Walnut Ridge, Ark.

Within a 3-mile radius of Walnut Ridge Airport (Lat. 36°07'30" N, Long. 90°55'25" W), and within 2 miles either side of the Walnut Ridge VOR 244° radial extending from the 3-mile radius zone to 10 miles SW of the VOR.

Washington, D. C.

Within a 5-mile radius of Washington National Airport, excluding the portion within P-56 and extending to include the segment of a circle 15 miles in radius centered on the Washington National Airport bounded on the W by a line 2 miles W of the Washington RR S course and on the E by a line 2 miles E of the ILS localizer E course, and further extending 2 miles E and 4 miles W of the Washington RR NE course to 11.3 miles NE of the RR.

Waterloo, Iowa

Within a 5-mile radius of Waterloo Municipal Airport (Lat. 42°33'22" N, Long. 92°23'59" W); within 2 miles either side of the Waterloo VORTAC 120° and 314° radials extending from the 5-mile radius zone to 12 miles SE and NW of the VORTAC and within 2 miles either side of the ILS localizer NW course extending from the 5-mile radius zone to the OM.

Watertown, N. Y.

Within a 5-mile radius of Watertown Airport (Lat. 43°59'20" N, Long. 76°01'20" W), and within 2 miles either side of the Watertown VOR 215° radial extending from the 5-mile radius zone to 10 miles SW of the VOR.

Watertown, S. Dak.

Within a 5-mile radius of Watertown Airport (Lat. 44°54'35" N, Long. 97°09'30" W), and within 2 miles either side of the Watertown VORTAC 006° radial extending from the 5-mile radius zone to 10 miles N of the VORTAC.

Wausau, Wis.

Within a 5-mile radius of Wausau Municipal Airport (Lat. 44°55'35" N, Long. 89°37'35" W), and within 2 miles either side of the Wausau VOR 166° and 346° radials extending from the 5-mile radius zone to 10 miles SE of the VOR.

Westfield, Mass.

Within a 5-mile radius of Barnes Airport, Westfield, Mass., (Lat. 42°09'35" N, Long. 72°42'55" W), and within 2 miles either side of the Westfield RR S course extending from the 5-mile radius zone to the RR, excluding the portion within the Westover AFB, Mass., control zone. This control zone shall be in effect from 0700 to 2300 hours, local standard time, daily.

Westhampton Beach, Long Island, N. Y.

Within a 5-mile radius of Suffolk County AFB (Lat. 40°50'40" N, Long. 72°37'45" W).

Westover, Mass.

Within a 5-mile radius of Westover AFB (Lat. 42°11'40" N, Long. 72°32'15" W); within 2 miles either side of the Westover TACAN 028° radial extending from the 5-mile radius zone to 10 miles NE of the TACAN and within 2 miles either side of the Westover ILS localizer NE course extending from the 5-mile radius zone to 12 miles NE of the OM. The portion of this control zone within R-4108 shall be used only after obtaining prior approval from the appropriate authority.

West Palm Beach, Fla.

Within a 5-mile radius of Palm Beach International Airport (Lat. 26°41'25" N, Long. 80°38'55" W), and within 2 miles either side of the West Palm Beach RR W course extending from the 5-mile radius zone to 10 miles W of the RR.

Wheeling, W. Va.

Within a 5-mile radius of Wheeling-Ohio County Airport (Lat. 40°10'25" N, Long. 80°38'55" W); within 2 miles either side of the centerline of the NE - SW runway extending from the 5-mile radius zone to 10 miles SW of the airport, and within 2 miles either side of a direct line from the airport extending from the 5-mile radius zone to the Wheeling VOR.

Whidbey Island, Wash.

Within a 5-mile radius of NAS Whidbey Island (Ault Field) (Lat. 48°21'05" N, Long. 122°39'20" W); and within a 5-mile radius of the Whidbey Island Seaplane Base (Oak Harbor) (Lat. 48°17'15" N, Long. 122°37'30" W).

White Plains, N. Y.

Within a 5-mile radius of Westchester County Airport (Lat. 41°04'05" N, Long. 73°42'35" W); and within 2 miles either side of the Westchester County ILS localizer NW course extending from the 5-mile radius zone to the OM.

Wichita Falls, Tex.

Within a 5-mile radius of Sheppard AFB/Municipal Airport, Wichita Falls, Tex.; within 2 miles either side of the centerline of the SE/NW runway extending from the 5-mile radius zone to 10 miles SE of the Wichita Falls LOM, and within 2 miles either side of the Wichita Falls VORTAC 286° radial extending from the 5-mile radius zone to 10 miles W of the VORTAC.

Wichita, Kans. (Wichita Municipal)

Within a 5-mile radius of Wichita Municipal Airport; within 2 miles either side of the 020° and 200° bearings from the Wichita ILS LOM extending from the 5-mile radius zone to 12 miles S of the LOM and within 2 miles either side of the Wichita VOR 180° and 360° radials extending from the 5-mile radius zone to 12 miles N of the VOR.

Wichita, Kans. (McConnell AFB)

Within a 7-mile radius of McConnell AFB; within 2 miles either side of a 192° bearing from the Wichita AFB RBN extending from the 7-mile radius zone to 12 miles S of the RBN. The portion of this control zone within the Wichita (Municipal) control zone is excluded.

Wilkes-Barre, Pa.

Within a 5-mile radius of Wilkes-Barre-Scranton Airport and within 2 miles either side of the extended centerline of runway 4 extending from the 5-mile radius zone to the Crystal Lake, Pa., RBN.

Williamsport, Pa.

Within a 5-mile radius of Williamsport-Lycoming County Airport (Lat. 41°14'30" N, Long. 76°55'20" W); and within 2 miles either side of the Williamsport RR W course extending from the 5-mile radius zone to the RR.

Willow Grove, Pa.

Within a 5-mile radius of Lat. 40°11'40" N, Long. 75°06'25" W, and within 2 miles either side of the Yardley, Pa., VOR 246° radial extending from the 5-mile radius zone to the VOR.

Wilmington, Del.

Within a 5-mile radius of Greater Wilmington Airport (Lat. 39°40'42" N, Long. 75°36'27" W), within 2 miles either side of the Greater Wilmington ILS localizer S course extending from the 5-mile radius zone to the OM, and within 2 miles either side of the New Castle, Del., VORTAC 235° radial extending from the 5-mile radius zone to 10 miles SW of the VORTAC.

Wilmington, N. C.
Within a 5-mile radius of New Hanover County Airport, Wilmington, N. C., (Lat. 34°16'15" N, Long. 77° 54'05" W); within 2 miles either side of a 337° bearing from the Wilmington RBN extending from the 5-mile radius zone to 10 miles NW of the RBN and within 2 miles either side of a 159° bearing from the ILS MM extending from the 5-mile radius zone to 12 miles SE of the MM.

Wilmington, Ohio
Within a 5-mile radius of Clinton County AFB, Wilmington, Ohio (Lat. 39°26'00" N, Long. 83°48'00" W) and within 2 miles either side of the 037° bearing from the Clinton County RBN extending from the 5-mile radius zone to 12 miles NE of the RBN.

Windsor Locks, Conn.
Within a 5-mile radius of Bradley Field, Windsor Locks, Conn., (Lat. 41°56'25" N, Long. 72°41'16" W); and within 2 miles either side of the Bradley ILS localizer S course extending from the 5-mile radius zone to 10 miles S of the localizer.

Wink, Tex.
Within a 5-mile radius of Winkler County Airport, Wink, Tex., (Lat. 31°46'35" N, Long. 103°12'25" W).

Winston-Salem, N. C.
Within a 5-mile radius of Smith-Reynolds Airport, Winston-Salem, N. C., (Lat. 36°08'00" N, Long. 80° 13'20" W), and within 2 miles either side of the Winston-Salem ILS localizer SE course extending from the 5-mile radius zone to 12 miles SE of the OM.

Winslow, Ariz.
Within a 5-mile radius of Winslow Municipal Airport (Lat. 35°01'15" N, Long. 110°43'15" W).

Worcester, Mass.
Within a 5-mile radius of Worcester Municipal Airport (Lat. 42°16'05" N, Long. 71°52'20" W).

Wright-Patterson AFB, Ohio
Within a 5-mile radius of Patterson AFB (Lat. 39°49'25" N, Long. 84°02'55" W); within a 5-mile radius of Wright AFB (Lat. 39°46'35" N, Long. 84°06'35" W); within 2 miles either side of the Patterson VOR 039° radial extending from the Patterson AFB 5-mile radius zone to 12 miles NE of the VOR, and within 2 miles either side of the Patterson TACAN 054° radial extending from the Patterson AFB 5-mile radius zone to 8 miles NE of the TACAN, excluding the portion within the Springfield, Ohio, control zone.

Wrightstown, N. J. (McGuire AFB)
Within a 5-mile radius of McGuire AFB (Lat. 40°00'55" N, Long. 74°35'25" W); within 2 miles either side of the McGuire AFB RR SW course extending from the 5-mile radius zone to 12 miles SW of the RR; within 2 miles either side of the McGuire VOR 051° and 213° radials extending from the 5-mile radius zone to 7 miles NE and 6 miles SW of the VOR, and within 2 miles either side of the McGuire TACAN 223° radial extending from the 5-mile radius zone to 8 miles SW of the TACAN. The portions of this control zone within R-5001 and R-5003 shall be used only after obtaining prior approval from appropriate authority.

Yakataga, Alaska
Within a 5-mile radius of Yakataga Airport, and within 5 miles either side of the Yakataga RR SE and SW courses extending from the 5-mile radius zone to A-1.

Yakima, Wash.
Within a 3-mile radius of Yakima Municipal Airport (Lat. 46°33'55" N, Long. 120°32'25" W).

Yakutat, Alaska
Within a 5-mile radius of Yakutat, Alaska (Lat. 59°30'10" N, Long. 139°39'40" W).

Youngstown, Ohio
Within a 5-mile radius of Youngstown Municipal Airport; within 2 miles either side of the Youngstown RR N course extending from the 5-mile radius zone to 10 miles N of the RR; within 2 miles either side of 135° bearing from the airport extending from the 5-mile radius zone to 15 miles SE of the airport, and within 2 miles either side of the Youngstown VOR 359° radial extending from the 5-mile radius zone to 10 miles N of the VOR.

Yuma, Ariz.
Within a 5-mile radius of Yuma MCAS-County Airport (Lat. 32°39'10" N, Long. 114°36'20" W).

Zanesville, Ohio
Within a 5-mile radius of Zanesville Municipal Airport and within 2 miles either side of a 210° bearing from the Municipal Airport extending from the 5-mile radius zone to 10 miles SW of the airport.

SUBPART H - TRANSITION AREAS

§ 71.181 **Designation.**
The parts of airspace described below are designated as transition areas.

Akron, Colo.
That airspace extending upward from 1,200 feet above the surface within 10 miles NW and 7 miles SE of the Akron VOR 064° and 244° radials, extending from 20 miles NE to 9 miles SW of the VOR, excluding the airspace within Federal airways.

Alamosa, Colo.
That airspace extending upward from 1,200 feet above the surface within 10 miles SW and 7 miles NE of the Alamosa VORTAC 336° and 156° radials, extending from 20 miles NW to 9 miles SE of the VORTAC, excluding the airspace within Federal airways.

Albany, N. Y.
That airspace extendin~ upward from 1,200 feet above the surface SE of Albany bounded on the NE by V-130, on the SE by V-487 and on the W by V-91; and that airspace SW of Albany bounded on the N by a line 10 miles S of and parallel to the Albany VORTAC 270° radial, on the E by V-91, on the S by V-270 and on the W by Long. 74°16'00" W.

Alma, Ga.
That airspace extending upward from 1,200 feet above the surface within a 15-mile radius of Alma Intermediate Field (Lat. 31°32'05" N, Long. 82°30'35" W) excluding the airspace within Federal airways.

Alma City, Minn.
That airspace extending upward from 1,200 feet above the surface within 12 miles W and 8 miles E of the Minneapolis, Minn., VORTAC 188° radial, extending from 22 miles N to 10 miles S of the INT of the Minneapolis VORTAC 188° and the Rochester, Minn., VOR 292° radials.

Andalusa, Ala.
That airspace extending upward from 1,200 feet above the surface within 12 miles W and 8 miles E of the Crestview, Fla., VOR 013° radial, extending from 22 miles N to 10 miles S of the INT of the Crestview VOR 013° and the Evergreen, Ala., VOR 114° radials.

Aniak, Alaska
That airspace extending upward from 1,200 feet above the surface within 10 miles SE and 7 miles NW of the 050° and 230° bearings from the Aniak RR, extending from 9 miles NE to 20 miles SW of the RR.

Annette Island, Alaska
That airspace extending upward from 1,200 feet above the surface within 22 miles SW and 17 miles NE of the 142° and 322° bearings from the Annette Island RR, extending from 40 miles NW of the RR SE to a line 3 miles N of and parallel to the United States/Canadian border excluding the airspace within Federal airways.

Arkansas City, Kans.
That airspace extending upward from 1,200 feet above the surface bounded on the N by a line 10 miles S of and parallel to the Anthony, Kans., VOR 085° radial, on the E by a line 5 miles SW of and parallel to a direct line, extending from the Wichita, Kans., VOR to the Tulsa, Okla., VORTAC, on the S by V-516 and the arc of a 15-mile radius circle centered on the Ponca City, Okla., Airport (Lat. 36°43'41" N, Long. 97°05'57" W), and on the W by V-77.

Asheville, N. C.
That airspace E of Asheville, extending upward from 1,200 feet above the surface bounded on the NW by V-222, on the E by V-259, on the SE by V-20, and on the SW by V-296; and the airspace W of Asheville within a 30-mile radius of the Asheville VORTAC, bounded on the NE by V-185 and the SE by V-222.

Atlanta, Ga.

That airspace extending upward from 700 feet above the surface within a 15-mile radius of the Atlanta Municipal Airport (Lat. 33°38'42" N, Long. 84°25'37" W), excluding the airspace within a 1.5-mile radius of the Edwards Skyport, Atlanta, Ga (Lat. 33°32'47" N, Long. 84°38'31" W), and the Gunn Airport, Atlanta, Ga. (Lat. 33°43'14" N, Long. 84°09'56" W); within 2 miles either side of the Atlanta ILS localizer W course, extending from the 15-mile radius area to 18 miles W of the localizer; within a 5-mile radius of the De Kalb-Peachtree Airport, Chamblee, Ga. (Lat. 33°52'30" N, Long. 84°18'10" W); within 2 miles either side of the McDonough, Ga., VORTAC 314° radial, extending from the 15-mile radius area to the VORTAC; that airspace extending upward from 1,200 feet above the surface within a 50-mile radius of the Atlanta Municipal Airport; within a 30-mile radius of the Lost Mountain, Ga., RBN; that airspace N of Atlanta extending from the 50-mile radius area bounded on the W by V-51, on the N by V-54, on the E by V-267; that airspace NE of the Toccoa, Ga., VOR bounded on the N by V-54, on the SE by V-222 and on the SW by a line 5 miles SW of and parallel to the Greenwood, S. C., VOR 315° radial; that airspace NE and E of Atlanta extending from the 50-mile radius area bounded on the NW by V-222, on the E by a line extending from SE boundary of V-222 W of Greenville, S. C., counterclockwise along the arc of a 30-mile radius circle centered at Lat. 34°48'45" N Long. 82°20'30" W, to its INT with the arc of a 15-mile radius circle centered at the Greenwood VOR, thence counterclockwise along this arc to its INT with the N boundary of V-454, thence via the N boundary of V-454 to Long. 83°00'00" W, thence via Long. 83°00'00" W to the N boundary of V-18, and on the S by the N boundary of V-18; that airspace SW of Atlanta extending from the 50-mile radius area bounded on the N by V-18, on the S by V-20 N, and on the W by Long 86°00'00" W, and that airspace W of Atlanta extending from the 50-mile radius area bounded on the N by a line 12 miles N of and parallel to the Atlanta ILS localizer W course, on the S by V-18 N, and on the W by Long. 85°33'00" W, excluding the portion within R-3001.

Baker, Oreg.

That airspace extending upward from 1,200 feet above the surface within 10 miles NE and 10 miles SW of the Baker VORTAC 139° and 319° radials, extending from 20 miles NW to 20 miles SE of the VORTAC.

Bear Creek, Wyo.

That airspace extending upward from 1,200 feet above the surface within 12 miles E and 8 miles W of the Cheyenne, Wyo., VORTAC 347° radial, extending from 16 miles N to 49 miles N of the VORTAC.

Beatty, Nev.

That airspace extending upward from 1,200 feet above the surface within 11 miles SW and 8 miles NE of the Beatty VOR 320° and 140° radials, extending from 20 miles NW to 20 miles SE of the VOR.

Bible Grove, Ill.

That airspace extending upward from 1,200 feet above the surface within 10 miles S and 7 miles N of the Bible Grove VOR 261° and 081° radials, extending from 20 miles W to 9 miles E of the VOR.

Big Trees, Calif.

That airspace extending upward from 1,200 feet above the surface within 12 miles N and 12 miles S of the Linden, Calif., VORTAC 077° radial, extending from 22 miles W to 22 miles E of the INT of the Linden VORTAC 077° and the Fresno, Calif., VORTAC 350° radials.

Bloomington, Ill.

That airspace extending upward from 700 feet above the surface within 10 miles SE and 7 miles NW of the Bloomington VOR 043° and 223° radials, extending from 20 miles NE to 9 miles SW of the VOR, excluding the airspace within Federal airways.

Boysen Reservoir, Wyo.

That airspace extending upward from 1,200 feet above the surface wtihin 10 miles E and 7 miles W of the Boysen Reservoir VORTAC 006° and 186° radials, extending from 9 miles N to 20 miles S of the VORTAC.

Bozeman, Mont.

That airspace extending upward from 1,200 feet above the surface within 10 miles N and 7 miles S of the Bozeman VOR 278° and 098° radials, extending from 9 miles E to 20 miles W of the VOR, excluding the airspace within Federal airways.

Buckeye, Ariz.

That airspace extending upward from 1,200 feet above the surface within 10 miles S and 7 miles N of the Buckeye VOR 096° and 276° radials, extending from 9 miles E to 20 miles W of the VOR.

Burley, Idaho

That airspace extending upward from 1,200 feet above the surface within 10 miles NW and 7 miles SE of the Burley VORTAC 072° and 252° radials, extending from 9 miles SW to 20 miles NE of the VORTAC, excluding the airspace within Federal airways.

Butte, Mont.

That airspace extending upward from 1,200 feet above the surface within 10 miles E and 7 miles W of the Butte VOR 002° and 182° radials, extending from 9 miles S to 20 miles N of the VOR, excluding the airspace within Federal airways.

Cambridge, N. Y.

That airspace exteding upward from 1,200 feet above the surface within 10 miles N and 7 miles S of the Cambridge VOR 274° and 094° radials, extending from 9 miles W to 20 miles E of the VOR.

Camden, Ark.

That airspace extending upward from 1,200 feet above the surface within 10 miles W and 7 miles E of the 352° and 172° bearings from Harrell Field, Ark., (Lat. 33°37'05" N, Long. 92°46'00" W), extending from 9 miles S to 20 miles N of the airport, excluding the airspace within Federal airways.

Camp Le Juene, N. C.

That airspace extending upward from 1,200 feet above the surface bounded by a line beginning at Lat. 34° 30'20" N, Long. 77°15'50" W, thence 3-nmi from and parallel to the United States shoreline to Lat. 34°25'18" N, Long. 77°26'30" W, to Lat. 34°30'35" N, Long. 77°32'18" W, to Lat. 34°36'05" N, Long. 77°26'08" W, to Lat. 34°33'00" N, Long. 77°19'00" W, thence to the point of beginning.

Cape Girardeau, Mo.

That airspace extending upward from 1,200 feet above the surface within 10 miles SE and 7 miles NW of the 035° and 215° bearings from the Cape Girardeau Municipal Airport (Lat. 37°13'30" N, Long. 89°34'10" W), extending from 9 miles NE to 20 miles SW of the airport, excluding the airspace within Federal airways.

Carlsbad, N. Mex.

That airspace extending upward from 1,200 feet above the surface within a 10-mile radius of the Carlsbad VOR, the airspace NE of Carlsbad within a 20-mile radius of the Carlsbad VOR, bounded on the W by V-83, on the SE by V-94, that airspace S of Carlsbad bounded on the E by a line 5 miles E of and parallel to the Carlsbad VOR 165° radial, on the S by V-16 N, on the NW by V-94.

Casa Grande, Ariz.

That airspace extending upward from 1,200 feet above the surface within 10 miles SW and 7 miles NE of the Casa Grande VOR 158° and 338° radials, extending from 9 miles NW to 20 miles SE of the VOR.

Chadron, Nebr.

That airspace extending upward from 1,200 feet above the surface within 10 miles N and 7 miles S of the Chadron VOR 275° and 095° radials, extending from 20 miles W to 9 miles E of the VOR, excluding the airspace within Federal airways.

Cherokee, Wyo.

That airspace extending upward from 1,200 feet above the surfave within 10 miles S and 7 miles N of the Cherokee VOR 081° and 261° radials, extending from 7 miles E to 7 miles W of the VOR.

Cherry Point, N. C.

That airspace extending upward from 1,200 feet above the surface bounded by a line beginning at Lat 35°45'30" N, Long. 76°39'00" W, thence clockwise along the arc of a 60-mile radius circle centered at Lat. 34°54'30" N, Long. 76°53'00" W, to Lat. 35°05'50" N, Long. 75°51'05" W, thence 3-nmi from and parallel to the shoreline to Lat. 34°37'30" N, Long. 76°56'20" W, to Lat. 34°41'50" N, Long. 76°56'20" W, to Lat. 34° 45' 10" N, Long. 76°40'30" W, to Lat. 34°46'45" N, Long. 76°24'45" W, to Lat. 35°04'30" N, Long. 76°04' 30" W, to Lat. 35°18'15" N, Long. 76°16'40" W, to Lat. 35°23'15" N, Long. 76°34'40" W, to Lat. 35°03' 00" N, Long. 76°57'00" W, to Lat. 35°26'00" N, Long. 76°52'00" W, thence to point of beginning.

Clarksburg, W. Va.

That airspace extending upward from 700 feet above the surface within 10 miles NW and 7 miles SE of the Clarksburg VOR 036° and 216° radials, extending from 12.7 miles NE to 16.3 miles SW of the VOR.

Coaldale, Nev.

That airspace extending upward from 1,200 feet above the surface within 10 miles N and 7 miles S of the Coaldale VORTAC 087° radial, extending from the VORTAC to 20 miles E and within 10 miles NE and 10 miles SW of the Coaldale VORTAC 316° and 146° radials, extending from 20 miles SE to 20 miles NW of the VORTAC.

Cochise, Ariz.

That airspace extending upward from 1,200 feet above the surface within 10 miles N and 7 miles S of the Cochise VOR 096° and 276° radials, extending from 9 miles W to 20 miles E of the VOR.

Columbia, S. C.

That airspace extending upward from 1,200 feet above the surface within 10 miles SW and 7 miles NE of the Columbia VOR 329° radial, extending from 9 miles NW to 41 miles NW of the VOR, excluding the airspace within Federal airways.

Cortez, Colo.

That airspace extending upward from 1,200 feet above the surface within 10 miles SW and 7 miles NE of the 306° and 126° bearings from the Montezuma County Airport, Cortez, Colo. (Lat. 37°18'15" N, Long. 108°37' 35" W), extending from 20 miles NW and to 9 miles SE of the airport, excluding the airspace within Federal airways.

Crazy Woman, Wyo.

That airspace extending upward from 1,200 feet above the surface within 10 miles E and 7 miles W of the Crazy Woman VORTAC 173° and 353° radials, extending from 20 miles S to 9 miles N of the VORTAC.

Crow's Landing, Calif.

That airspace extending upward from 1,200 feet above the surface, bounded on the SW by V-107, on the N by V-244 S, and on the E by V-109. The portions within R-2525 and R-2528 shall be used only after obtaining prior approval from appropriate authority.

Culberson, Tex.

That airspace extending upward from 1,200 feet above the surface within 12 miles N and 7 miles S of the Culberson VOR 089° and 269° radials, extending from 20 miles W to 9 miles E of the VOR, and within 10 miles SW and 7 miles NE of the Culberson VOR 117° and 297° radials, extending from 20 miles SE to 9 miles NW of the VOR.

Cut Bank, Mont.

That airspace extending upward from 1,200 feet above the surface within 10 miles NE and 7 miles SW of the Cut Bank VOR 151° and 331° radials, extending from 9 miles NW to 20 miles SE of the VOR, excluding the airspace within Federal airways.

Daley, Ky.

That airspace extending upward from 1,200 feet above the surface within 12 miles S and 8 miles N of the London, Ky., VORTAC 083° radial, extending from 31 miles E to 63 miles E of the VORTAC.

Darby, Alaska

That airspace extending upward from 1,200 feet above the surface within 5 miles S and 8 miles N of the 290° bearing from the Unalakleet, Alaska, RR, extending from 32 miles to 52 miles W of the RR.

Darwin, Minn.

That airspace extending upward from 1,200 feet above the surface within 12 miles N and 12 miles S of the Darwin VOR 088° and 268° radials, extending from 10 miles E to 22 miles W of the VOR.

Decatur, Ill.

That airspace extending upward from 1,200 feet above the surface within a 12-mile radius of the Decatur VOR; within 10 miles NW and 7 miles SE of the Decatur VOR 032° radial, extending from the 12-mile radius area to 20 miles NE of the VOR, and within 12 miles S and 8 miles N of the Decatur VOR 285° radial, extending from the 12-mile radius area to the Springfield, Ill., control area extension, excluding the airspace within Federal airways.

De Lancey, N. Y.

That airspace extending upward from 1,200 feet above the surface within 10 miles N and 7 miles S of the De Lancey VOR 265° and 085° radials, extending from 9 miles W to 20 miles E of the VOR.

Dells, Wis.

That airspace extending upward from 1,200 feet above the surface within 10 miles N and 7 miles S of the Dells VOR 097° and 277° radials, extending from 20 miles E to 9 miles W of the VOR.

Delta, Utah

That airspace extending upward from 1,200 feet above the surface within 10 miles SE and 7 miles NW of the Delta VOR 203° and 023° radials, extending from 9 miles NE to 20 miles SW of the VOR, excluding the airspace within Federal airways.

Dierks, Ark.
That airspace extending upward from 1,200 feet above the surface within 12 miles E and 8 miles W of the Texarkana, Ark., VORTAC 355° radial, extending from 10 miles N to 22 miles S of the INT of the Page, Okla., VOR 144° and the Texarkana VORTAC 355° radials.

Douglas, Wyo.
That airspace extending upward from 1,200 feet above the surface within 10 miles E and 7 miles W of the Douglas VOR 167° and 347° radials, extending from 20 miles S to 9 miles N of the VOR.

Drain, Oreg.
That airspace extending upward from 1,200 feet above the surface within 12 miles W and 8 miles E of the Eugene, Oreg., VORTAC 187° radial, extending from 10 miles N to 22 miles S of the INT of the Eugene VORTAC 187° and North Bend, Oreg., VOR 070° radials.

DuBois, Pa.
That airspace extending upward from 700 feet above the surface within 8 miles NW and 5 miles SE of the 056° bearing from the DuBois RBN, extending from the RBN to 12 miles NE; within 5 miles either side of the 238° bearing from the DuBois RBN, extending from the RBN to the N boundary of V-6 and within 5 miles either side of the 148° bearing from the DuBois RBN, extending from the RBN to the N boundary of V-6.

Dubuque, Iowa
That airspace extending upward from 1,200 feet above the surface within 10 miles NE and 7 miles SW of the Dubuque VOR 159° and 339° radials, extending from 20 miles SE to 9 miles NW of the VOR, excluding the airspace within Federal airways.

Dupree, S. Dak.
That airspace extending upward from 1,200 feet above the surface within 7 miles NE and 10 miles SW of the Dupree VOR 295° and 115° radials, extending from 20 miles NW to 9 miles SE of the VOR.

Durango, Colo.
That airspace extending upward from 1,200 feet above the surface within 10 miles NE and 7 miles SW of the 298° and 118° bearings from the La Plata Airport, Durango, Colo. (Lat. 37°09'15" N, Long. 107°45'00" W), extending from 20 miles SE to 9 miles NW of the airport.

El Centro, Calif.
That airspace extending upward from 1,200 feet above the surface bounded on the S by the United States/Mexican border, on the W by Long. 115°43'00" W, on the N by Lat. 32°52'00" N, and on the E by Long. 115°15'00" W, excluding the portion within R-2512, and the airspace within Federal airways.

El Dorado, Ark.
That airspace extending upward from 1,200 feet above the surface within 8 miles NW and 5 miles SE of the El Dorado VORTAC 052° and 232° radials extending from the Goodwin Airport, El Dorado, Ark., to 18 miles NE of the VORTAC, excluding the airspace within Federal airways.

Elkland, Pa.
That airspace extending upward from 1,200 feet above the surface within 7 miles NW and 11 miles SE of the Elmira, N. Y., VOR 252° radial, extending from 9 miles SW to 40 miles SW of the VOR, excluding the portions within the Slate Run, Pa., and the Stonyfork, Pa., transition areas.

Ellensburg, Wash.
That airspace extending upward from 1,200 feet above the surface within 7 miles NW and 10 miles SE of the Ellensburg VORTAC 064° and 244° radials, extending from 9 miles SW to 20 miles NE of the VORTAC, excluding the airspace within Federal airways.

El Paso, Tex.
That airspace extending upward from 1,200 feet above the surface bounded by a line beginning at Lat. 32°06'30" N, Long. 106°34'00" W, to Lat. 32°06'30" N, Long. 106°17'15" W, to Lat. 32°06'15" N, Long. 106°15'15" W, to Lat. 32°06'15" N, Long. 105°50'30" W, to Lat. 32°00'00" N, Long. 105°57'00" W, to Lat. 32°00'00" N, Long. 106°34'00" W, to point of beginning. The portions of this transition area within R-5103A and R-5107A shall be used only after obtaining prior approval from appropriate authority.

Escanaba, Mich.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Escanaba Municipal Airport (Lat. 45°43'25" N, Long. 37°05'40" W) within 2 miles either side of the 265° bearing from the Escanaba Municipal Airport, extending from the 5-mile radius area to 8 miles W of the airport; and that airspace extending upward from 1,200 feet above the surface within 5 miles N and 8 miles S of the 085° and 265° bearings from the Escanaba Municipal Airport, extending from 7 miles E to 14 miles W of the airport.

Essex, Calif.
That airspace extending upward from 1,200 feet above the surface within 8 miles S and 12 miles N of the Needles, Calif., VORTAC 272° radial, extending from 10 miles W to 22 miles E of the INT of the Needles VORTAC 272° and the Goffs, Calif., VOR 205° radials.

Evergreen, Ala.
That airspace extending upward from 1,200 feet above the surface within a 20 mile radius of the Evergreen VOR.

Farewell, Alaska
That airspace extending upward from 1,200 feet above the surface within 8 miles S and 8 miles N of the 110° and 290° bearings from the Farewell RR, extending from 13 miles W to 13 miles E of the RR.

Farmington, N. Mex.
That airspace extending upward from 1,200 feet above the surface within 10 miles S and 7 miles N of the Farmington VORTAC 094° and 274° radials extending from 20 miles E to 9 miles W of the VORTAC, excluding the airspace within Federal airways.

Five Finger, Alaska
That airspace extending upward from 1,200 feet above the surface within 8 miles W and 7 miles E of the 170° and 350° bearings from the Five Finger RBN, extending from 13 miles N to 12 miles S of the RBN.

Fort Bridger, Wyo.
That airspace extending upward from 1,200 feet above the surface within 10 miles N and 7 miles S of the Fort Bridger VOR 079° and 259° radials, extending from 9 miles W to 20 miles E of the VOR, excluding the airspace within Federal airways.

Fort Dodge, Iowa
That airspace extending upward from 700 feet above the surface within 10 miles SW and 7 miles NE of the Fort Dodge VOR 127° and 307° radials, extending from 15 miles SE to 13 miles NW of the VOR.

Fort Stockton, Tex.
That airspace extending upward from 1,200 feet above the surface within 10 miles either side of the Fort Stockton VORTAC 097° and 274° radials, extending from 20 miles E to 20 miles W of the VORTAC. The portion of this transition area within R-6306 shall be used only after obtaining prior approval from the appropriate authority.

Galena, Alaska
That airspace extending upward from 1,200 feet above the surface within a 32-mile radius of the Galena RR.

Gallup, N. Mex.
That airspace extending upward from 1,200 feet above the surface within 10 miles S and 7 miles N of the 253° and 073° bearings from McKinley County Airport, Gallup, N. Mex. (Lat. 35°30'35" N, Long. 108°47'00" W), extending from 20 miles W to 9 miles E of the airport, excluding the airspace within Federal airways.

Gila Bend, Ariz.
That airspace extending upward from 1,200 feet above the surface within 10 miles N and 7 miles S of the Gila Bend VORTAC 262° and 082° radials, extending from 9 miles E to 20 miles W of the VORTAC, excluding the portions within R-2301 and R-2305.

Glasgow, Mont.
That airspace extending upward from 1,200 feet above the surface within a 35-mile radius of Glasgow AFB (Lat. 48°25'00" N, Long. 106°31'40" W); that airspace extending upward from 700 feet above the surface within a 5-mile radius of the Glasgow Municipal Airport (Lat. 48°13'00" N, Long. 106°36'45" W), and within 2 miles either side of 267° and 307° bearings from the airport extending from the 5-mile radius area to 9 miles W and NW of the airport. The portion of this transition area within R-4901 will be used only after obtaining prior approval from appropriate authority.

Glens Falls, N. Y.

That airspace extending upward from 1,200 feet above the surface within 12 miles either side of the Glens Falls VORTAC 006° and 186° radials, extending from V-490 on the S to Lat. 44°00'00" N on the N, excluding the airspace within Federal airways and the Rutland, Vt., control area extension.

Gorman, Calif.

That airspace extending upward from 1,200 feet above the surface bounded on the E by Long. 118°45'00" W, on the S by Lat. 34°30'00" N, on the W by Long. 119°30'00" W, and on the N by Lat. 35°05'00" N.

Graham, Tenn.

That airspace extending upward from 1,200 feet above the surface within 10 miles SE and 7 miles NW of the Graham VOR 253° and 073° radials, extending from 9 miles NE to 20 miles SW of the VOR.

Grantsburg, Wis.

That airspace extending upward from 1,200 feet above the surface within 10 miles W and 7 miles E of the Grantsburg VOR 197° and 017° radials, extending from 9 miles S to 20 miles N of the VOR.

Greene, N. Y.

That airspace extending upward from 1,200 feet above the surface within 12 miles E and 8 miles W of the Georgetown, N. Y., VOR 169° radial, extending from 12 miles S to 44 miles S of the VOR, excluding the airspace within Federal airways.

Greenville, Maine

That airspace extending upward from 1,200 feet above the surface within 17 miles N and 18 miles S of the Millinocket, Maine, VOR 270° radial, extending from Long. 69°04'00" W to 69 miles W of the VOR.

Gulkana, Alaska

That airspace extending upward from 1,200 feet above the surface within 8 miles either side of the 171° and 351° bearings from the Gulkana RR, extending from 13 miles N to 13 miles S of the RR.

Gunnison, Colo.

That airspace extending upward from 1,200 feet above the surface within 7 miles N and 10 miles S of the Gunnison VORTAC 264° and 084° radials, extending from 20 miles W to 9 miles E of the VORTAC, excluding the airspace within Federal airways.

Guymon, Okla.

That airspace extending upward from 1,200 feet above the surface within 10 miles E and 7 miles W of the 360° and 180° bearings from the Guyman Airport (Lat. 36°40'50" N, Long. 101°30'15" W), extending from 20 miles N to 9 miles S of the airport, excluding the airspace within Federal airways.

Hampton, S. C.

That airspace S of Hampton extending upward from 1,200 feet above the surface bounded on the N by V-18 S, on the E by V-3, on the S by the Savannah, Ga., control area extension and on the W by V-37.

Hanksville, Utah

That airspace extending upward from 1,200 feet above the surface within 10 miles SE and 7 miles NW of the Hanksville VORTAC 241° and 061° radials, extending from 9 miles NE to 20 miles SW of the VORTAC, excluding the airspace within Federal airways.

Hardin, Ill.

That airspace extending upward from 2,500 MSL, bounded on the E by Long. 90°22'00" W, on the S and SW by V-210 N and on the N and NW by the arc of a 33-mile radius circle centered on Lambert Field, St. Louis, Mo. (Lat. 38°44'50" N, Long. 90°21'52" W).

Hattiesburg, Miss.

That airspace extending upward from 1,200 feet above the surface within a 20-mile radius of the Hattiesburg VOR, excluding the portion within R-4401, excluding the airspace within Federal airways.

Hays, Kans.

That airspace extending upward from 700 feet above the surface within 10 miles E and 7 miles W of the 176° and 356° bearings from the Hays Airport (Lat. 38°51'00" N, Long. 99°16'30" W), extending from 9 miles N to 20 miles S of the airport.

Hector, Calif.

That airspace extending upward from 1,200 feet above the surface within 7 miles S and 10 miles N of the Hector VORTAC 091° and 271° radials, extending from 7 miles W to 20 miles E of the VORTAC. The portion within R-2501 shall be used only after obtaining prior approval from appropriate authority.

Hobbs, N. Mex.

That airspace extending upward from 1,200 feet above the surface bounded on the NE and E by a line extending from Lat. 32°56'45" N, Long. 102°46'15" W, to Lat. 32°44'45" N, Long. 102°46'15" W, thence SE to Lat. 32°18'15" N, Long. 102°18'50" W, bounded on the SE by V-16, on the SW by a line extending from Lat. 32°07'00" N, Long. 102°48'40" W, to Lat. 32'32'00" N, Long. 103°12'00" W, thence clockwise along the arc of 15-mile radius circle centered on the Hobbs VOR to Lat. 32°57'45" N, Long. 103°08'20" W, thence to the point of beginning, excluding the airspace within Federal airways. The portion of this transition area within R-6307 shall be used only after obtaining prior approval from the appropriate authority.

Homer, Alaska

That airspace extending upward from 1,200 feet above the surface within 5 miles N and 9 miles S of the 265° bearing from the Homer RR, extending from the RR to 50 miles W.

Hope, Minn.

That airspace extending upward from 1,200 feet above the surface within 12 miles E and 8 miles W of the Farmington, Minn., VOR 184° radial, extending from 22 miles S to 10 miles N of the INT of the Farmington VOR 184° and the Rochester, Minn., VOR 292° radials.

Hugo, Colo.

That airspace extending upward from 1,200 feet above the surface within 10 miles NE and 7 miles SW of the Hugo VOR 113° and 293° radials, extending from 20 miles SE to 9 miles NW of the VOR.

Iliamna, Alaska

That airspace extending upward from 1,200 feet above the surface within 6 miles W and 8 miles E of the 016° and 196° bearings from the Iliamna RR, extending from 7 miles N to 13 miles S of the RR.

International Falls, Minn.

That airspace within the United States extending upward from 1,200 feet above the surface within an 8-mile radius of the Falls International Airport, International Falls, Minn; within 8 miles NE and 5 miles SW of the International Falls VOR 133° radial, extending from the 8-mile radius area to 14 miles SE of the VOR, and within 8 miles SW of the International Falls VOR 137° radial, extending from the 8-mile radius area to the United States/Canadian border.

Jackson, Tenn.

That airspace extending upward from 1,200 feet above the surface, bounded on the N by V-140 S, on the E by V-16 N, on the S by V-16, and on the W by V-11 E.

Jacksonville, Ill.

That airspace extending upward from 1,200 feet above the surface bounded on the E by Long. 89°28'00" W, on the SE by V-426, on the S by the arc of a 25-mile radius circle centered on Lambert Field, St. Louis, Mo. (Lat. 38°44'50" N, Long. 90°21'52" W), on the W by Long. 90°32'00" W, on the N by Lat. 40°00'00" N, and on the NE by the arc of a 25-mile radius circle centered on the Springfield, Ill., VOR.

Kailua Kona, Hawaii

That airspace extending upward from 700 feet above the surface beginning at Lat. 19°54'00" N, Long. 156°07'50" W, to Lat. 19°41'50" N, Long. 155°57'30" W, thence clockwise along the arc of a 5-mile radius circle centered on the Kona Airport (Lat. 19°39'00" N, Long. 156°01'00" W) to Lat. 19°34'50" N, Long. 155° 59'50" W, to Lat. 19°31'50" N, Long. 156°12'30" W, thence clockwise along the arc of a 5-mile radius circle centered on the INT of the Upolu Point, Hawaii, VOR 211° and the Lanai, Hawaii, VOR 149° radials to Lat. 19°38'15" N, Long. 156°17'40" W, thence to point of beginning.

Kaneohe, Oahu, Hawaii

That airspace extending upward from 1,200 feet above the surface bounded by a line beginning at Lat. 21° 25'00" N, Long. 157°47'00" W, to Lat. 21°23'00" N, Long. 157°41'00" W, to Lat. 21°41'00" N, Long. 157°18' 00" W, thence counterclockwise along the arc of a 35-mile radius circle centered at Lat. 21°27'00" N, Long. 157°47'00" W, to Lat. 21°56'00" N, Long. 157°57'00" W, to Lat. 21°30'00" N, Long. 157°48'00" W, thence counterclockwise along the arc of a 3-mile radius circle centered at Lat. 21°27'35" N, Long. 157°46'50" W, to point of beginning.

Kimball, Nebr.

That airspace extending upward from 1,200 feet above the surface within 12 miles NE and 8 miles SW of the Sidney, Nebr, VOR 293° radial, extending from 24 miles NW to 61 miles NW of the VOR.

King Salmon, Alaska

That airspace extending upward from 1,200 feet above the surface within a 25-mile radius of the King Salmon Airport (Lat. 58°40'40" N, Long. 156°38'55" W) and within 47 miles SW and 15 miles NE of the 312° bearing from the King Salmon RR, extending from the RR to 85 miles NW.

Kings Valley, Oreg.

That airspace extending upward from 1,200 feet above the surface within 12 miles NW and 8 miles SE of the Newberg, Oreg., VORTAC 204° radial, extending from 10 miles NE to 22 miles SW of the INT of the Newberg VORTAC 204° and the Eugene, Oreg., VORTAC 340° radials.

Kremmling, Colo.

That airspace extending upward from 1,200 feet above the surface within 7 miles NW and 10 miles SE of the Kremmling VORTAC 243° and 063° radials, extending from 20 miles SW to 9 miles NE of the VORTAC

Kukaklek, Alaska

That airspace extending upward from 1,200 feet above the surface within 9 miles SE and 6 miles NW of the 056° and 236° bearings from the INT of the NE course of the King Salmon, Alaska, RR and the S course of the Iliamna, Alaska, RR, extending from 8 miles NE to 19 miles SW of the INT

Laconia, N. H.

That airspace extending upward from 700 feet above the surface within 5 miles N and 8 miles S of a 247° bearing from the Laconia RBN, extending from the RBN to 17 miles SW; within 5 miles either side of a direct line extending from the Concord, N. H., VOR to the Laconia RBN, and within 5 miles either side of a 014° bearing from the Laconia RBN, extending from the RBN to 12 miles N.

Lake Mead, Nev.

That airspace extending upward from 1,200 feet above the surface within 8 miles E and 12 miles W of the Mormon Mesa, Nev., VORTAC 185° radial, extending from 10 miles S to 22 miles N of the INT of the Mormon Mesa VORTAC 185° and the Las Vegas, Nev., VORTAC 081° radials; and the airspace SW of the Mead INT bounded on the N by V-21 E, on the E by V-237, and on the S by V-105 E

Lamar, Colo.

That airspace extending upward from 1,200 feet above the surface within 10 miles S and 7 miles N of the Lamar VOR 099° and 279° radials, extending from 20 miles E to 9 miles W of the VOR, excluding the airspace within Federal airways

Lancaster, Pa.

That airspace extending upward from 1,200 feet above the surface within 12 miles NE and 8 miles SW of the West Chester, Pa., VORTAC 288° radial, extending from 9 miles NW to 41 miles NW of the VORTAC, excluding the airspace within Federal airways and the New York control area extension.

Laramie, Wyo.

That airspace extending upward from 1,200 feet above the surface within 7 miles either side of the Laramie VOR 332° and 152° radials, extending from 20 miles NW to 9 miles SE of the VOR; and the airspace NE of Laramie bounded on the NE by V-138, and on the S and W by V-118, excluding the airspace within Federal airways

Las Vegas, N. Mex.

That airspace extending upward from 1,200 feet above the surface within 12 miles SE and 8 miles NW of the Las Vegas VORTAC 035° and 215° radials extending from 20 miles NE to 14 miles SW of the VORTAC, excluding the airspace within Federal airways

Lemoore, Calif.

That airspace extending upward from 1,200 feet above the surface bounded on the N by V-230, on the E by V-23, on the S by Lat. 36°00'00" N, and on the W by V-107; that airspace S of Lat. 36°00'00" N within 5 miles either side of the NAS Lemoore TACAN 191° and 132° radials, extending to V-107 and V-23 respectively. That airspace S of Lat. 36°00'00" N extending upward from 6,000 feet MSL bounded on the E by V-23, on the S by V-248, and on the W by V-107, excluding the airspace 5 miles either side of the NAS Lemoore TACAN 191° and 132° radials.

Le Roy, Iowa

That airspace extending upward from 1,200 feet above the surface within 12 miles E and 8 miles W of the Rochester, Minn., VOR 173° radial, extending from 15 miles to 37 miles S of the VOR.

Lewistown, Mont.

That airspace extending upward from 1,200 feet above the surface within 10 miles S and 7 miles N of the Lewistown VOR 289° and 109° radials, extending from 9 miles E to 20 miles W of the VOR, excluding the airspace within Federal airways.

Liberal, Kans.

That airspace extending upward from 1,200 feet above the surface within 10 miles W and 7 miles E of the Liberal VOR 022° and 202° radials, extending from 20 miles N to 9 miles S of the VOR, excluding the airspace within Federal airways.

Lida, Nev.

That airspace extending upward from 1,200 feet above the surface within 12 miles SW and 12 miles NE of the Coaldale, Nev., VORTAC 146° radial, extending from 22 miles SE to 22 miles NW of the Coaldale VORTAC 146° and the Tonopah, Nev., VOR 198° radials, including the airspace 12 miles NW and 9 miles SE of the Tonopah VOR 198° radial, extending from the INT of the Coaldale VORTAC 146° and the Tonopah VOR 198° radials to 22 miles NE of the INT, excluding the portions within R-4807.

Lima, Ohio

That airspace extending from 700 feet above the surface bounded on the SE by V-275, on the SW by V-277 and on the NW by V-14.

Lone Rock, Wis.

That airspace extending upward from 1,200 feet above the surface within 10 miles S and 7 miles N of the Lone Rock VORTAC 089° and 269° radials, extending from 9 miles E to 20 miles W of the VORTAC.

Longview, Wash.

That airspace extending upward from 4,500 feet MSL bounded on the N by the Toledo, Wash., control area extension, on the E by V-23, on the S by the Portland, Oreg., control area extension and on the W by V-99.

Loyal, Wis.

That airspace extending upward from 1,200 feet above the surface within 12 miles SW and 8 miles NE of the Eau Claire, Wis., VOR 107° radial, extending from 9 miles SE to 22 miles NW of the INT of the Eau Claire VOR 107° and the Wausau, Wis., VOR 258° radials.

Lucin, Utah

That airspace extending upward from 1,200 feet above the surface within 10 miles N and 7 miles S of the Lucin VOR 096° and 276° radials, extending from 9 miles W to 20 miles E of the VOR, excluding the airspace within Federal airways.

Madison, Minn.

That airspace extending upward from 1,200 feet above the surface within 12 miles N and 8 miles S of the Watertown, S. Dak., VORTAC 086° radial, extending from 10 miles W to 22 miles E of the INT of the Watertown VORTAC 086° and the Redwood Falls, Minn., VOR 305° radials.

Malad City, Idaho

That airspace extending upward from 1,200 feet above the surface within 10 miles E and 7 miles W of the Malad City VORTAC 165° and 345° radials, extending from 9 miles N to 20 miles S of the VORTAC, excluding the airspace within Federal airways

Maiden, Mo.

That airspace extending upward from 700 feet above the surface within 5 miles either side of the Malden VOR 300° radial, extending from the VOR to 11 miles NW; within 8 miles NE and 5 miles SW of the Malden VOR 120° radial, extending from the VOR to 17 miles SE, and within 10 miles W and 7 miles E of the Malden VOR 167° and 347° radials, extending from 9 miles S to 20 miles N of the VOR.

Maples, Mo.

That airspace extending upward from 1,200 feet above the surface within 10 miles SE and 7 miles NW of the Maples VOR 237° and 057° radials, extending from 20 miles SW to 9 miles NE of the VOR.

Marion, Ill.

That airspace extending upward from 1,200 feet above the surface within 12 miles S and 8 miles N of the Farmington, Mo., VORTAC 082° radial, extending from 22 miles W to 10 miles E of the INT of the Farmington VORTAC 082° and the Centralia, Ill., VOR 169° radials, excluding the airspace within Federal airways.

Marthaville, La.

That airspace extending upward from 1,200 feet above the surface within 8 miles NE and 12 miles SW of the Alexandria, La., VOR 300° radial, extending from 10 miles NW to 22 miles SE of the INT of the Shreveport, La., VORTAC 164° and the Alexandria VOR 300° radials.

Massena, N. Y.

That airspace extending upward from 1,200 feet above the surface within 12 miles W and 5 miles E of the Massena VOR 163° and 343° radials, extending from the United States/Canadian border to Lat. 44°00'00" N, including the airspace from 5 miles SE to 10 miles SE of the Massena VOR 241° radial, extending from a line 12 miles W of and parallel to the Massena VOR 163° radial to a line 20 miles W of and parallel to the Massena VOR 163° radial, excluding the airspace within Federal airways.

Matador, Tex.

That airspace extending upward from 1,200 feet above the surface within 12 miles NW and 8 miles SE of the Lubbock, Tex., VORTAC 063° radial, extending from 10 miles SW to 22 miles NE of the INT of the Lubbock VORTAC 063° and the Guthrie, Tex., VOR 293° radials.

Maxwell, Calif.

That airspace extending upward from 1,200 feet above the surface bounded on the E by V-195, on the S by V-200, on the W by V-25 and on the N by the arc of a 25-mile radius circle centered on the Red Bluff, Calif., VORTAC.

McAllen, Tex.

That airspace extending upward from 1,200 feet above the surface bounded on the N by Lat. 26°30'00" N, on the E by Long. 98°00'00" W, on the W by Long. 98°30'80" W and on the S by the United States/Mexican border.

McGrath, Alaska

That airspace extending upward from 1,200 feet above the surface within 13 miles SW and 7 miles NE of the 115° and 295° bearings from the McGrath RR, extending from 13 miles NW to 20 miles SE of the RR.

Mercury, Nev.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Mercury Airport (Lat. 36°39'16" N, Long. 116°00'54" W); that airspace extending upward from 1,200 feet above the surface bounded on the E by the Las Vegas, Nev. (B), control area extension, on the N by Lat. 36°41'00" N, on the NW by a line extending from Lat. 36°41'00" N, Long. 116°26'30" W, to Lat. 36°38'30" N, Long. 116°24'00" W, to Lat. 36°37'00" N, Long. 116°27'00" W, on the W by V-105, and on the S by Lat. 36°16'00" N, excluding the portion within R-4806 and R-4808.

Meridian, Miss.

That airspace extending upward from 1,200 feet above the surface W and N of the Meridian NAAS bounded by a line beginning at Lat. 32°47'00" N, Long. 89°30'00" W, to Lat. 32°50'00" N, Long. 89°21'00" W, to Lat. 32°41'30" N, Long. 88°44'00" W, to Lat. 33°03'00" N, Long. 88°57'40" W, to Lat. 33°05'40" N, Long. 88°52'40" W, thence E along a 45-mile radius arc centered at the Columbus AFB, Columbus, Miss. (Lat. 33°38'35" N, Long. 88°26'40" W), to N boundary of V-18 N, thence via the N boundary of V-18 N, to the point of beginning excluding the portion within the Meridian control area extension and within the area SE of the Meridian NAAS bounded on the N by V-18, on the E by V-209, and on the S by V-154.

Mescal, Ariz.

That airspace extending upward from 1,200 feet above the surface within 12 miles NE and 8 miles SW of the Tucson, Ariz., VORTAC 121° radial, extending from 18 miles SE to 50 miles SE of the VORTAC, excluding the portion within R-2303.

Middle Grove, N. Y.

That airspace extending upward from 1,200 feet above the surface within 11 miles W and 7 miles E of the Albany, N. Y., VORTAC 343° radial, extending from the N boundary of V-496 to 50 miles NW of the VORTAC.

Miles City, Mont.

That airspace extending upward from 1,200 feet above the surface within a 20-mile radius of the Miles City VORTAC, extending clockwise from the 254° to the 156° radials; within a 35-mile radius of the Miles City VORTAC, extending clockwise from the 156° to the 236° radials, and within a 40-mile radius of the Miles City VORTAC, extending clockwise from the 236° to the 254° radials.

Milford, Utah

That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Milford Municipal Airport (Lat. 38°25'35" N, Long. 113°00'40" W) and within 2 miles either side of the Milford VORTAC 196° radial, extending from the 5-mile radius area to 8 miles S of the VORTAC; including the airspace extending upward from 1,200 feet above the surface within 10 miles NW and 7 miles SE of the Milford VORTAC 023° and 203° radials, extending from 9 miles SW to 20 miles NE of the VORTAC.

Mina, Nev.

That airspace extending upward from 1,200 feet above the surface within 10 miles either side of the Mina VOR 259° and 086° radials, extending from 20 miles W to 20 miles E of the VOR, and within 7 miles SW and 10 miles NE of the Mina VOR 124° radial, extending from the VOR to 20 miles SE.

Missoula, Mont.

That airspace extending upward from 1,200 feet above the surface NW of Missoula within a 35-mile radius of the Missoula VOR, bounded on the SW by V-2 and on the NE by V-231; within 10 miles SW and 7 miles NE of the Missoula VOR 298° and 118° radials, extending from 9 miles SE to 20 miles NW of the VOR, and within 5 miles either side of the Missoula VOR 180° radial, extending from V-2 to 12 miles S of the VOR, excluding the airspace within Federal airways.

Montpelier, Vt.

That airspace extending upward from 1,200 feet above the surface within 10 miles either side of the Montpelier VOR 200° and 020° radials, extending from 9 miles SW to 20 miles NE of the VOR, and within 10 miles E and 7 miles W of the Montpelier VOR 155° radial, extending from the VOR to 20 miles S, excluding the airspace within Federal airways.

Montrose, Pa.

That airspace extending upward from 1,200 feet above the surface within 12 miles SW and 8 miles NE of the Wilks-Barre, Pa., VORTAC 325° radial, extending from 13 miles NW to 46 miles NW of the VORTAC, excluding the airspace within Federal airways and the Binghamton, N. Y., control area extension.

Mormon Mesa, Nev.

That airspace extending upward from 1,200 feet above the surface within 7 miles SE and 10 miles NW of the Mormon Mesa VORTAC 032° radial, extending from the VORTAC to 20 miles NE; and within 7 miles SE and 10 miles NW of the Mormon Mesa VORTAC 059° and 239° radials, extending from 9 miles SW to 20 miles NE of the VORTAC.

Moses Point, Alaska

That airspace extending upward from 1,200 feet above the surface within 10 miles S and 7 miles N of the 088° and 268° bearings from the Moses Point RR, extending from 9 miles W to 20 miles E of the RR.

Myton, Utah

That airspace extending upward from 1,200 feet above the surface within 10 miles NW and 7 miles SE of the Myton VOR 049° and 229° radials, extending from 9 miles SW to 20 miles NE of the VOR.

Needles, Calif.

That airspace extending upward from 1,200 feet above the surface within 10 miles N and 7 miles S of the Needles VORTAC 092° and 272° radials, extending from 9 miles W to 20 miles E of the VORTAC, excluding the airspace within Federal airways.

Northway, Alaska

That airspace extending upward from 1,200 feet above the surface within 16 miles NE and 25 miles SW of the 307° and 127° bearings from the Northway RR, extending from 22 miles SE to 42 miles NW of the RR.

Ogdensburg, N. Y.

That airspace extending upward from 1,200 feet above the surface within 12 miles SE and 8 miles NW of the Watertown, N. Y., VOR 033° radial, extending from 33 miles NE to 65 miles NE of the VOR, excluding the portion outside the United States, excluding the airspace within Federal airways and outside the United States.

Olean, N. Y.

That airspace extending upward from 700 feet above the surface within 5 miles NW and 8 miles SE of the 209° and 029° bearings from the Olean Municipal Airport (Lat. 42°14'20" N, Long. 78°22'30" W), extending from V-270 to 16 miles NE of the airport and including the airspace bounded on the NE by V-164, on the S by V-270, on the W by V-33, and on the NW by a line 7 miles NW of and parallel to the 057° and 237° bearings from the Olean Municipal Airport.

O'Neill, Nebr.

That airspace extending upward from 1,200 feet above the surface within 7 miles N and 10 miles S of the O'Neill VORTAC 273° and 093° radials, extending from 20 miles W to 9 miles E of the VORTAC.

Oswego, Kans.

That airspace extending upward from 1,200 feet above the surface within 10 miles W and 7 miles E of the Oswego VOR 207° and 027° radials, extending from 20 miles NE to 9 miles SW of the VOR.

Palmdale, Calif.

That airspace extending upward from 1,200 feet above the surface bounded by a line extending from Lat. 35°34'30" N, Long. 116°23'30" W, thence to Lat. 35°28'35" N, Long. 116°18'45" W, thence S along Long. 116° 18'45" W to the NW boundary of V-8 N, thence along the NW boundary of V-8 N, the N boundary of V-12, the N boundary of V-137, and the E boundary of V-23 and V-23 E to Lat. 35°36'00" N, Long. 119°01'30" W, thence to Lat. 35°37'30" N, Long. 117°47'30" W, thence to Lat. 35°40'30" N, Long. 117°47'00" W, thence to Lat. 36°05' 25" N, Long. 117°52'00" W, thence to Lat. 36°06'45" N, Long. 117°41'30" W, thence to Lat. 35°42'00" N, Long. 117°35'45" W, thence to Lat. 35°36'00" N, Long. 117°26'00" W, thence to Lat. 35°25'00" N, Long. 117°26'00" W, thence to Lat. 35°25'00" N, Long. 117°16'52" W, thence to Lat. 35°15'56" N, Long. 117°16'52" W, thence to Lat. 35°15'56" N, Long. 117°06'30" W, thence to Lat. 35°34'30" N, Long. 116°29'40" W, thence to point of beginning. The portions of this transition area within R-2502, R-2505, R-2506, R-2509, R-2515 and R-2524 shall be used only after obtaining prior approval from the appropriate authority.

Parker, Calif.

That airspace extending upward from 1,200 feet above the surface within 10 miles NW and 7 miles SE of the Parker VORTAC 071° and 251° radials, extending from 9 miles SW to 20 miles NE of the VORTAC.

Pasco, Wash.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Pasco VOR; within 5 miles SE and 8 miles NW of the Pasco VOR 038° radial, extending from the VOR to 12 miles NE, and within 5 miles SW and 8 miles NE of the Pasco VOR 132° radial, extending from the VOR to 12 miles SE, excluding the portion within R-6715 and the airspace within Federal airways.

Paso Robles, Calif.

That airspace extending upward from 1,200 feet above the surface within a 20-mile radius of the Paso Robles VOR, excluding the portion within R-2504 and the airspace within Federal airways.

Peach Springs, Ariz.

That airspace extending upward from 1,200 feet above the surface within 10 miles N and 7 miles S of the Peach Springs VORTAC 074° and 254° radials, extending from 9 miles W to 20 miles E of the VORTAC.

Pendleton, Oreg.

That airspace extending upward from 1,200 feet above the surface within 18 miles NE and 7 miles SW of the Pendleton VORTAC 137° radial, extending from 9 miles to 39 miles SE of the VORTAC; and within 10 miles SE and 7 miles NW of the Pendleton VORTAC 254° and 074° radials, extending from 9 miles NE to 20 miles SW of the VORTAC

Pike, Ark.

That airspace extending upward from 1,200 feet above the surface within 12 miles SE and 8 miles NW of the Texarkana, Ark., VORTAC 033° radial, extending from 10 miles NE to 22 miles SW of the INT of the Texarkana VORTAC 033° and the El Dorado, Ark., VORTAC 317° radials.

Pinon, N. Mex.

That airspace extending upward from 1,200 feet above the surface within 10 miles either side of the Pinon VOR 035° and 219° radials, extending from 20 miles NE to 20 miles SW of the VOR, excluding the portion of this within R-5103A.

Pocatello, Idaho

That airspace extending upward from 1,200 feet above the surface within 10 miles NW and 7 miles SE of the Pocatello VOR 046° and 226° radials, extending from 9 miles SW to 20 miles NE of the VOR; within 10 miles E and 7 miles W of the Pocatello VOR 168° and 348° radials, extending from 9 miles N to 20 miles S of the VOR, and within 10 miles S and 7 miles N of the Pocatello VOR 252° and 072° radials, extending from 9 miles E to 20 miles W of the VOR.

Portage, Alaska

That airspace extending upward from 1,200 feet above the surface within 15 miles SW and 23 miles NE of the 122° and 302° bearings from the Portage RBN, extending from 20 miles NW to 40 miles SE of the RBN.

Portal, Ariz.
That airspace extending upward from 1,200 feet above the surface within 12 miles N and 8 miles S of the Cochise, Ariz., VOR 096° radial, extending from 20 miles E to 56 miles E of the VOR.

Port Angeles, Wash.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of the CGAS Port Angeles (Lat. 48°08'30" N, Long. 123°24'45" W), and that airspace extending upward from 1,200 feet above the surface bounded on the N by the United States/Canadian border, on the E by A-1, on the S by Lat. 48°03'00" N and on the W by Long. 123°35'00" W.

Preston, Minn.
That airspace extending upward from 1,200 feet above the surface within 12 miles N and 8 miles S of the Rochester, Minn., VOR 105° radial, extending from 20 miles to 42 miles E of the VOR.

Priest, Calif.
That airspace extending upward from 1,200 feet above the surface bounded on the E by V-107, on the S by Lat. 35°55'00" N, and the arc of a 20-mile radius circle centered on the Paso Robles, Calif., VOR, on the W by V-25 E, and on the N by V-111.

Promontory Point, Utah
That airspace extending upward from 1,200 feet above the surface within 12 miles SW and 8 miles NE of the Ogden, Utah, VOR 316° radial, extending from 35 to 67 miles NW of the Ogden VOR.

Readsville, Mo.
That airspace extending upward from 1,200 feet above the surface within 10 miles S and 7 miles N of the Readsville VOR 280° and 100° radials, extending from 20 miles W to 9 miles E of the VOR.

Redwood Falls, Minn.
That airspace extending upward from 1,200 feet above the surface within 10 miles NW and 7 miles SE of the Redwood Falls VOR 061° and 241° radials, extending from 20 miles NE to 9 miles SW of the VOR.

Rewey, Wis.
That airspace extending upward from 1,200 feet above the surface within 10 miles either side of the Rewey VOR 123° and 299° radials, extending from 20 miles SE to 20 miles NW of the VOR.

Rhinelander, Wis.
That airspace extending upward from 700 feet above the surface within a 12-mile radius of the Rhinelander VOR, and within a 5-mile radius of the Drott Airport (Lat. 45°30'45" N, Long. 89°33'35" W).

Richwoods, Mo.
That airspace extending upward from 1,200 feet above the surface within 8 miles NW and 12 miles SE of the Richwoods VOR 230° and 054° radials, extending from 9 miles NE to 45 miles SW of the VOR.

Riverton, Wyo.
That airspace extending upward from 1,200 feet above the surface within 12 miles E and 8 miles W of the Boysen Reservoir, Wyo., VORTAC 186° radial, extending from 35 miles S to 67 miles S of the VORTAC, excluding the airspace within Federal airways.

Rock River, Wyo.
That airspace extending upward from 1,200 feet above the surface within 10 miles NE and 7 miles SW of the Medicine Bow, Wyo., VOR 286° and 106° radials, extending from 9 miles NW to 41 miles SE of the VOR; and within 12 miles N and 8 miles S of the Medicine Bow VOR 070° radial, extending from 9 miles NE to 42 miles NE of the VOR.

Rocky Point, Alaska
That airspace extending upward from 1,200 feet above the surface within 10 miles N and 7 miles S of the 255° bearing from the Kodiak, Alaska, RR, extending from 18 miles E to 8 miles W of the INT of the 255° bearing from the Kodiak RR and the 132° bearing from the King Salmon, Alaska, RR.

St. Johns, Ariz.
That airspace extending upward from 1,200 feet above the surface within 10 miles SE and 7 miles NW of the St. Johns VORTAC 067° and 247° radials, extending from 9 miles NE to 20 miles SW of the VORTAC.

St. Thomas, Pa.

That airspace extending upward from 1,200 feet above the surface within 7 miles NW and 10 miles SE of the St. Thomas VOR 251° and 067° radials, extending from 20 miles SW to 20 miles NE of the VOR, excluding the portion within Williamsport, Pa., transition area and the airspace within the Washington, D. C. control area extension.

Salina, Kans.

That airspace extending upward from 1,200 feet above the surface within a 25-mile radius of the Schilling AFB, Salina, Kans., (Lat. 38°47'30" N, Long. 97°38'45" W); that airspace extending upward from 3,500 feet MSL in the area N of Salina, bounded on the NE by a line extending from Lat. 39°52'15" N, Long. 96°48'00" W, to Lat. 39° 40'45" N, Long. 96°35'00" W, on the E by the Emporia, Kans., VORTAC 346° radial, on the S by the N boundary of V-4 E of the Salina VORTAC and V-108 W of the Salina VORTAC, on the W by Long 98°30'00" N, and on the N by V-216 W of the Mankato, Kans., VOR and V-216 S alternate E of the Mankato VOR; and that airspace S of Salina bounded on the E by Long. 97°00'00" W, on the S by V-280 E of the Hutchinson, Kans., VORTAC and V-132 W of the Hutchinson VORTAC on the W by Long. 98°45'00" W, and on the N by V-4 W of the Salina VORTAC and V-4 S alternate E of the Salina VORTAC, excluding the portion within 25 miles of the Hutchinson RBN. The portions of this transition area within R-3601 and R-3602 shall be used only after obtaining prior approval from the appropriate authority.

Salisbury, Md.

That airspace extending upward from 1,200 feet above the surface within 10 miles SE and 7 miles NW of the Salisbury VOR 027° and 207° radials, extending from 9 miles SW to 20 miles NE of the VOR, excluding the portion within R-4006 and excluding the airspace within Federal airways.

Salt Flat, Tex.

That airspace extending upward from 1,200 feet above the surface SW of Salt Flat bounded on the S and W by V-66, on the N by V-16, and on the E by V-222; including the airspace N of Salt Flat bounded on the SE and SW by V-94, on the N by a line 5 miles N of and parallel to a direct line from the INT of the Newman, Texas, VOR 091° and the Salt Flat VOR 312° radials to the INT of the Carlsbad, N. Mex., VOR 236° and the Culberson, Tex., VOR 342° radials.

Samsville, Ill.

That airspace extending upward from 1,200 feet above the surface within 10 miles N and 7 miles S of the Samsville VOR 266° and 086° radials, extending from 20 miles W to 9 miles E of the VOR.

Sand Creek, Wyo.

That airspace extending upward from 1,200 feet above the surface bounded by a line beginning at Lat. Lat. 43°33'00" N, Long. 105°08'00" W, to Lat. 43°17'00" N, Long. 104°44'00" W, to Lat. 43°02'00" N, Long. 104°44'00" W, to Lat. 43°02'00" N, Long. 105°26'00" W, to Lat. 43°23'00" N, Long. 105°45'00" W, to Lat. 43°33'00" N, Long. 105°23'00" W, to point of beginning.

San Simon, Ariz.

That airspace extending upward from 1,200 feet above the surface within 7 miles S of the San Simon VOR 089° and 269° radials, extending from 9 miles W to 20 miles E of the VOR, excluding the portion within the Cochise, Ariz. and Portal, Ariz., transition areas.

Santa Barbara, Calif.

That airspace extending upward from 1,200 feet above the surface bounded on the W by V-25, on the N by V-248, on the NE by V-107, on the E by Long. 119°30'00" W, and on the S by V-12.

Scottsbluff, Nebr.

That airspace extending upward from 1,200 feet above the surface within 7 miles NW and 10 miles SE of the Scottsbluff VORTAC 211° and 031° radials, extending from 20 miles SW to 9 miles NE of the VORTAC, excluding the airspace within Federal airways.

Searchlight, Nev.

That airspace extending upward from 1,200 feet above the surface within 12 miles SW and 8 miles NE of the Las Vegas, VORTAC 157° radial, extending from 10 miles NW to 22 miles SE of the INT of the Las Vegas VORTAC 157° and the Goffs, Calif., VOR 030° radials.

Shenandoah, Pa.

That airspace extending upward from 1,200 feet above the surface within 12 miles S and 8 miles N of the Selinsgrove, Pa., VORTAC 083° radial, extending from 10 miles E to 43 miles E of the VORTAC, excluding the portions within R-5801 and R-5802 and the airspace within Federal airways, the New York, N. Y., control area extension and the Williamsport, Pa., transition area.

Shuyak, Alaska

That airspace extending upward from 1,200 feet above the surface within 8 miles W either side of the 167° and 347° bearings from the Shuyak RBN, extending from 13 miles N to 14 miles S of the RBN.

Sidney, Nebr.

That airspace extending upward from 1,200 feet above the surface within 7 miles N and 10 miles S of the Sidney VOR 261° and 081° radials, extending from 20 miles W to 9 miles E of the Sidney VOR, excluding the airspace within Federal airways.

Skwentna, Alaska

That airspace extending upward from 1,200 feet above the surface within 15 miles S and 23 miles N of the 100° and 280° bearings from the Skwentna RR, extending from 40 miles W to 13 miles E of the RR.

Slate Run, Pa.

That airspace extending upward from 1,200 feet above the surface within 12 miles N and 8 miles S of the Stonyfork, Pa., VORTAC 276° radial, extending from 8 miles W to 40 miles W of the VORTAC, excluding the airspace within Federal airways.

Socorro, N. Mex.

That airspace extending upward from 1,200 feet above the surface within 10 miles E and 7 miles W of the Socorro VORTAC 189° and 009° radials, extending from 20 miles S to 9 miles N of the VORTAC, excluding the portion within R-5107.

Stansbury, Utah

That airspace extending upward from 1,200 feet above the surface within 12 miles S and 8 miles N of the Salt Lake City, Utah, VORTAC 265° radial, extending from 13 miles to 45 miles W of the VORTAC.

Stonyfork, Pa.

That airspace extending upward from 1,200 feet above the surface within 11 miles SE and 7 miles NW of the Stonyfork VORTAC 029° and 209° radials, extending from 4 miles NE to 26 miles SW of the VORTAC, and within 10 miles S and 7 miles N of the Stonyfork VORTAC 278° and 098° radials, extending from 9 miles W to 20 miles E of the VORTAC, excluding the portion within the Williamsport, Pa., transition area.

Summit Alaska

That airspace extending upward from 1,200 feet above the surface within 25 miles W and 16 miles E of the 187° and 007° bearings from the Summit RR, extending from 22 miles S to 42 miles N of the RR.

Talkeetna, Alaska

That airspace extending upward from 1,200 feet above the surface within 23 miles W and 15 miles E of the 022° and 202° bearings from the Talkeetna RBN, extending from 40 miles N to 15 miles S of the RBN, excluding the airspace within Federal airways.

Tanana, Alaska

That airspace extending upward from 1,200 feet above the surface within 6 miles NE and 10 miles SW of the 314° and 134° bearings from the Tanana RR, extending from 7 miles NW to 13 miles SE of the RR.

Texico, Texas

That airspace extending upward from 1,200 feet above the surface within 10 miles N and 7 miles S of the Texico, N. Mex., VOR 093° and 273° radials, extending from 20 miles E to 9 miles W of the VOR.

The Dalles, Oreg.

That airspace extending upward from 1,200 feet above the surface within 10 miles S and 7 miles N of The Dalles VORTAC 096° and 276° radials, extending from 9 miles W to 20 miles E of the VORTAC, excluding the airspace within Federal airways.

Thurman, Colo.

That airspace extending upward from 1,200 feet above the surface within 10 miles N and 7 miles S of the Thurman VOR 100° and 280° radials, extending from 20 miles E to 9 miles W of the VOR.

Tobe, Colo.

That airspace extending upward from 1,200 feet above the surface within 7 miles NE and 10 miles SW of the Tobe VORTAC 327° and 147° radials, extending from 9 miles SE to 20 miles NW of the VORTAC.

Tonopah, Nev.

That airspace extending upward from 1,200 feet above the surface within 10 miles either side of the Tonopah VOR 083° and 268° radials, extending from 20 miles E to 20 miles W of the VOR, and within 7 miles SE and 10 miles NW of the Tonopah VOR 198° radial, extending from the VOR to 20 miles SW, excluding the portion within R-4807 and the airspace within Federal airways.

Traverse City, Mich.

That airspace extending upward from 1,200 feet above the surface within 12 miles NE and 8 miles SW of the Traverse City VOR 136° and 316° radials, extending from 65 miles SE to 12 miles NW of the VOR.

Tremonton, Utah

That airspace extending upward from 1,200 feet above the surface bounded on the NE by a line extending from V-21 to V-288 through Lat. 41°50'00" N, Long. 112°12'30" W, and Lat. 41°40'00" N, Long. 112°05'00" W, on the S by V-288 and on the W by V-21.

Tri-City, Tenn.

That airspace extending upward from 1,200 feet above the surface within a 30-mile radius of the Tri-City irport (Lat. 36°28'30" N, Long. 82°24'20" W), excluding the airspace within Federal airways.

Tuba City, Ariz.

That airspace extending upward from 1,200 feet above the surface within 10 miles S and 7 miles N of the Tuba City VOR 076° and 256° radials, extending from 9 miles E to 20 miles W of the VOR.

Twenty-Nine Palms, Calif.

That airspace extending upward from 1,200 feet above the surface bounded on the E by Long. 115°12'00" W, on the S by Lat. 33°28'00" N, on the W by the W boundary of V-208 and V-117, the S boundary of V-16, and Long. 116°28'00" W, and on the N by Lat. 34°17'00" N, excluding the portion within R-2501 and R-2507.

Twin Falls, Idaho

That airspace extending upward from 1,200 feet above the surface within 20 miles W and 15 miles E of the Twin Falls VOR 180° and 360° radials, extending from 10 miles S to 29 miles N of the VOR, excluding the airspace within Federal airways.

Unalakleet, Alaska

That airspace extending upward from 1,200 feet above the surface within 10 miles S and 7 miles N of the 290° and 110° bearings from the Unalakleet RR, extending from 24 miles W to 9 miles E of the RR, excluding the airspace within Federal airways.

Vandalia, Ill.

That airspace extending upward from 1,200 feet above the surface within 10 miles NW and 7 miles SE of the Vandalia VOR 074° and 254° radials, extending from 20 miles NE to 9 miles SW of the VOR, excluding the airspace within Federal airways.

Vichy, Mo.

That airspace extending upward from 1,200 feet above the surface within 10 miles SE and 7 miles NW of the Vichy VORTAC 239° and 059° radials, extending from 20 miles SW to 9 miles NE of the VORTAC, excluding the airspace within Federal airways.

Victorville, Calif.

That airspace extending upward from 1,200 feet above the surface bounded on the N by V-12, on the SE by V-8 and on the SW by a line 5 miles SW of and parallel to the Palmdale, Calif., VOR 124° radial. The portion of this transition area within R-2526 shall be used only after obtaining prior approval from the appropriate authority.

Watkins Glen, N. Y.

That airspace extending upward from 1,200 feet above the surface within 7 miles NE and 10 miles SW of the Watkins Glen VOR 120° and 300° radials, extending from 9 miles SE to 20 miles NW of the VOR, excluding the airspace within Federal airways.

Waukon, Iowa

That airspace extending upward from 1,200 feet above the surface within 12 miles NE and 8 miles SW of the Waukon VOR 123° and 303° radials, extending from 22 miles SE to 10 miles NW of the VOR.

White Cloud, Mich.

That airspace extending upward from 1,200 feet above the surface within 10 miles E and 7 miles W of the White Cloud VOR 006° and 186° radials, extending from 20 miles N to 9 miles S of the VOR.

Whitehall, Mont.

That airspace extending upward from 1,200 feet above the surface within 10 miles N and 7 miles S of the Whitehall VOR 096° and 276° radials, extending from 9 miles W to 20 miles E of the VOR.

Williamsport, Pa.

That airspace extending upward from 1,200 feet above the surface within 10 miles NE and 7 miles SW of th Williamsport VORTAC 127° and 307° radials, extending from 9 miles SE to 20 miles NW of the VORTAC; within miles S and 7 miles N of the 271° and 091° bearings from the Hughesville, Pa., RBN, extending from 9 miles W to 20 miles E of the Hughesville RBN; within 10 miles N and 7 miles S of the Milton, Pa., VORTAC 094° and 274° radials, extending from 20 miles E to 9 miles W of the VORTAC, and within 12 miles S and 8 miles of the Williamsport VORTAC 281° radial, extending from 9 miles W to 41 miles W of the VORTAC, excluding th airspace within Federal airways.

Willow Beach, Nev.

That airspace extending upward from 1,200 feet above the surface within 8 miles NE and 12 miles SW of th Las Vegas, Nev., VORTAC 121° radial, extending from 10 miles NW to 22 miles SE of the INT of the Las Vegas VORTAC 121° and the Mormon Mesa, Nev., VORTAC 200° radial.

Winner, S. Dak.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Winner Airp (Lat. 43°23'30" N, Long. 99°50'45" W); within 2 miles either side of the Winner VORTAC 212° radial, exten from the 5-mile radius area to the VORTAC; including the airspace extending upward from 1,200 feet above t surface within 8 miles NW and 5 miles SE of the Winner VORTAC 032° and 212° radials, extending from 5 mile SW to 13 miles NE of the VORTAC.

Woodville, La.

That airspace extending upward from 1,200 feet above the surface within 12 miles NW and 8 miles SE of th McComb, Miss., VOR 251° radial, extending from 48 miles to 80 miles SW of the VOR.

Yakima, Wash.

That airspace extending upward from 1,200 feet above the surface within 5 miles E and 8 miles W of the Ellensburg, Wash., VORTAC 191° radial, extending from 8 miles S to 15 miles N of the INT of the Ellensburg VORTAC 191° and the Yakima, Wash., VOR 304° radials.

Yakutat, Alaska

That airspace extending upward from 1,200 feet above the surface within 20 miles N and 22 miles S of the Yakutat VORTAC 092° and 272° radials, extending from 19 miles E to 45 miles W of the VORTAC.

Yarbo, Ala.

That airspace extending upward from 1,200 feet above the surface within a 25-mile radius of the INT of the Evergreen, Ala., VOR 268° and the Mobile, Ala., VORTAC 005° radials.

Yerington, Nev.

That airspace extending upward from 1,200 feet above the surface within 12 miles SW and 8 miles NE of th Reno, Nev., VOR 135° radial, extending from 10 miles NW to 22 miles SE of the INT of the Reno VOR 135° an the Lovelock, Nev., VORTAC 197° radials.

SUBPART I - POSITIVE CONTROL ROUTE SEGMENTS AND POSITIVE CONTROL AREAS

§ 71.191 Designation of Positive Control Route Segments

The parts of airspace described below are designated as positive control route segments.

V-1508	From Naperville, Ill., to Waterville, Ohio.
V-1510	From Sacramento, Calif., to INT Yardley, Pa., 098°, Coyle, N. J., 032° radials.
V-1512	From Kremmling, Colo., to Grand Island, Nebr., and Des Moines, Iowa, to Naperville, Ill.
V-1516	From Russell, Kans., to Tower City, Pa.
V-1518	From Goshen, Ind., to Herndon, Va.
V-1520	From Peotone, Ill., to Herndon, Va.
V-1522	From INT Los Angeles, Calif., 061°, Long Beach, Calif., 024° radials to Kremmling, Colo.
V-1532	From Ontario, Calif., to Prescott, Ariz.
V-1646	From Kansas City, Mo., to Indianapolis, Ind.
V-1654	From Williams, Calif., to Reno, Nev.
V-1730	From Prescott, Ariz., to Russell, Kans.

§ 71.193 **Designation of Positive Control Areas**

The parts of airspace described below are designated as positive control areas.

Chicago, Ill. - Indianapolis, Ind.

That airspace within the continental control area, from flight level 240 to and including flight level 600, bounded by a line beginning at: Latitude 43°40'00" N., longitude 90°00'00" W.; thence to latitude 43°40'00" N., longitude 87°36'15" W.; thence to latitude 43°19'00" N., longitude 87°41'00" W.; thence to latitude 43°15'30" N., longitude 87°14'00" W.; thence to latitude 44°20'00" N., longitude 84°50'00" W.; thence to latitude 44°00'00" N., longitude 82°13'00" W.; thence southward and eastward along the United States/Canadian Border to latitude 43°38'00" N., longitude 76°47'30" W.; thence to latitude 42°45'00" N., longitude 76°50'00" W.; thence to latitude 40°45'00" N., longitude 78°35'00" W.; thence to latitude 40°15'00" N., longitude 78°25'00" W.; thence to latitude 38°33'00" N., longitude 80°55'00" W.; thence to latitude 38°00'00" N., longitude 81°00'00" W.; thence to latitude 37°00'00" N., longitude 83°40'00" W.; thence to latitude 37°40'00" N., longitude 87°30'00" W.; thence to latitude 38°30'00" N., longitude 88°00'00" W.; thence to latitude 39°22'00" N., longitude 88°00'00" W.; thence counterclockwise along an arc with a 65-statute mile radius centered at latitude 39°05'37" N., longitude 89°09'45" W.; to latitude 39°55'30" N., longitude 88°35'30" W.; thence to latitude 40°03'00" N., longitude 89°07'00" W.; thence counterclockwise along an arc with a 29-statute mile radius centered at latitude 39°53'32" N., longitude 89°37'31" W.; to latitude 40°17'20" N., longitude 89°48'00" W.; thence to latitude 40°08'30" N., longitude 90°10'00" W.; thence to latitude 41°00'00" N., longitude 90°50'00" W.; thence to latitude 42°00'00" N., longitude 91°00'00" W.; thence to latitude 43°10'00" N., longitude 90°30'00" W.; thence to the point of beginning.

Oakland, Calif.

That airspace within the continental control area from flight level 240 to and including flight level 600, bounded by a line beginning at: Latitude 40°10'00" N., longitude 124°20'00" W.; thence to latitude 40°45'00" N., longitude 123°00'00" W.; thence to latitude 40°45'00" N., longitude 119°35'00" W.; thence to latitude 39°35'00" N., longitude 119°15'00" W.; thence to latitude 38°14'00" N., longitude 118°35'00" W.; thence to latitude 36°00'00" N., longitude 118°35'00" W.; thence to latitude 36°00'00" N., longitude 119°30'00" W.; thence to latitude 35°43'00" N., longitude 119°33'00" W.; thence to latitude 35°49'00" N., longitude 120°04'00" W.; thence to latitude 35°27'00" N., longitude 120°20'00" W.; thence to latitude 35°22'00" N., longitude 120°30'00" W.: thence to latitude 35°32'00" N., longitude 120°51'00" W.; thence to latitude 35°26'40" N., longitude 121°04'10" W.; thence via a line three nautical miles from the mainland to the point of beginning.

SUBPART J - REPORTING POINTS

§ 71.201 **Designation.**

The locations described in this Subpart are designated as reporting points.

§ 71.203 **Domestic low altitude reporting points.**

The reporting points listed below are designated up to, but not including, 14,500 feet, MSL.

Aberdeen, S. Dak.
Aberdeen, S. Dak., RR
Abilene, Tex.
Akron, Colo.; V-8N, V-80, V-846, V-8, V-220, V-8S, V-132.
Alamosa, Colo.
Albany, Ga.
Albany, N. Y.
Albuquerque, N. Mex.
Alexandria, La.
Alexandria, Minn.
Allendale, S. C.
Allentown, Pa.
Alma, Ga.
Altoona INT: INT Johnstown, Pa., 092°, Philipsburg, Pa., 202° radials.
Amarillo, Tex.
Anton Chico, N. Mex.
Appleton, Ohio
Ardmore, Okla.
Asheville, N. C.
Augusta, Ga.
Augusta, Maine
Austin, Tex.
Avenal, Calif.
Baker, Oreg.
Baker, Oreg., RR
Bakersfield, Calif.
Baltimore, Md.
Bangor, Maine

Barnegat, N. J.
Barstow INT: INT Hector, Calif., 265°, Daggett, Calif., 234° radials; V-8N, V-12 W bound, V-210 SW bound.
Baton Rouge, La.
Battle Mountain, Nev.
Baxley, INT: INT Jacksonville, Fla., 334°, Alma, Ga., 035° radials; V-5E, V-267.
Bay Point, INT: INT Oakland, Calif., 039°, Napa, Calif., 117° radials.
Beatty, Nev.
Beaumont, Tex.
Bellingham, Wash.
Bellingham, Wash., RR
Ben Hill INT: INT Atlanta, Ga., 007° radial, Atlanta ILS localizer W course.
Bible Grove, Ill.
Big Spring, Tex.
Big Sur, Calif.
Billings, Mont.
Binghamton, N. Y.
Birmingham, Ala.
Biscayne Bay, Fla.
Bismarck, N. Dak.
Bluefield, W. Va.
Blue Springs, Mo.
Blythe, Calif.
Bobby Jones INT: INT Atlanta, Ga., 034°, McDonough, Ga., 333° radials.
Boise, Idaho
Boise, Idaho, RR
Bolton INT: INT Myrtle Beach, S. C., 033°, Wilmington, N. C., 263° radials.
Bonneville, Utah
Boston, Mass.
Bowling Green, Ky.
Bozeman, Mont.
Bradford, Ill.
Bridgeport, Tex.
Britton, Tex.
Brooke, Va.
Brookley, Ala.; V-22.
Brownsville, Tex.
Brunswick, Ga.
Bryce Canyon, Utah
Buckeye, Ariz.
Buffalo, N. Y.
Burley, Idaho, RR
Burlington, Iowa
Burlington, Vt.
Butler, Mo.
Carleton, Mich.; V-10, V-188.
Carlsbad, N. Mex.
Casa Grande, Ariz.
Casper, Wyo.
Cedar Rapids, Iowa
Centralia, Ill.
Chadron, Nebr.
Chanute, Kans.
Charleston, S. C.
Charleston, W. Va.
Charlo INT: INT Mullan Pass, Idaho, 089°, Missoula, Mont., 354° radials.
Chattanooga, Tenn.
Cherokee, Wyo.
Cheyenne, Wyo.
Chicago Heights, Ill.; V-7, V-51, V-97, V-177, V-126, V-8 W bound, V-92 W bound, V-819.
Childress. Tex.
Cimarron, N. Mex.
Cincinnati, Ohio
Cleveland, Ohio
Coaldale, Nev.
Cochise, Ariz.
Cofield, N. C.
Coldwater INT: INT Fort Wayne, Ind., 148°, Findley, Ohio, 249° radials; V-14.
Columbia, S. C.
Columbus, Ga.
Columbus, Miss.
Columbus, N. Mex.
Concord, N. H.
Coopersburg INT: INT Allentown, Pa., 188°, East Texas, Pa., 102° radials.
Cordova, Ill.
Corona, N. Mex.

Corpus Christi, Tex.
Cotulla, Tex.
Coyle, N. J.
Crazy Woman, Wyo.
Crescent City, Calif.
Crestview, Fla.
Cross City, Fla.
Crossville, Tenn.
Crown Point, N. Mex.
Culberson, Tex.: V-222 SE bound, V-66.
Currant, Nev.
Cut Bank, Mont.
Dalhart, Tex.
Dallas, Tex.
Daytona Beach, Fla.
Dayton, Ohio
Decatur, Ill.
DeLancy, N. Y.
Delta, Utah
Deming, N. Mex.
Denver, Colo.
Des Moines, Iowa
Dickinson, N. Dak.
Dillon, Mont.
Doby INT: INT Wells, Nev., 256°, Elko, Nev., 338° radials.
Dothan, Ala.
Douglas, Ariz.
Douglas, Wyo.
Drake, Ariz.; V-12.
Dublin, Ga.; V-5E, V-267.
Dubois, Idaho
Dubuque, Iowa
Duluth, Minn.
Duluth, Minn., RBN
Dunkirk, N. Y.
Dupree, S. Dak.
Dyersburg, Tenn.
Eagle Lake, Tex.
Eau Clair, Wis.
Edgerton INT: INT Fort Wayne, Ind., 040°, Waterville, Ohio, 273° radials; V-92, V-126.
El Centro, Calif.
El Dorado, Ark.
Elkins, W. Va.
Elko, Nev.
Ellensburg, Wash.
Ellensburg, Wash., RR
Elmira, N. Y.
El Paso, Tex.
Ephrata, Wash.
Erie, Pa.
Eugene, Oreg.
Eugene, Oreg., RR
Evansville, Ind.
Evergreen, Ala.
Falmouth, Ky.; V-57, V-44, V-478, V-502.
Fargo, N. Dak.
Farmington, Minn.
Farmington, Mo.
Farmington, N. Mex.
Fayetteville, Ark.
Fayetteville, N. C.
Fellows, Calif.
Fillmore, Calif.
Findlay, Ohio
Fitzgerald, Pa.
Flat Rock, Va.
Flint, Mich.
Flint Stone INT: INT Grantsville, Md., 082°, Martinsburg, W. Va., 297° radials.
Flippin, Ark.
Florence, S. C.
Fort Bridger, Utah
Fort Jones, Calif.
Fort Jones, Calif., RR
Fort Mill, S. C.
Fort Myers, Fla.

Fort Smith, Ark.
Fort Stockton, Tex.
Fortuna, Calif.
Fort Wayne, Ind.
Franklin, Va.
Fresno, Calif.
Front Royal. Va.; V-4. V-853.
Gage, Okla.
Gainesville, Fla.
Garden City, Kans.
Garrett INT: INT Goshen, Ind., 108°, Ft. Wayne, Ind., 016° radials; V-8, V-422, V-885.
Garrison INT: INT Drummond, Mont., 091°, Butte, Mont., 002° radials; V-257.
Gaviota, Calif., V-27.
Gila Bend, Ariz.
Gill, Colo.
Gill INT: INT Jefferson, Ohio, 279°, Cleveland, Ohio, 024° radials.
Goffs, Calif.
Goodland, Kans.
Gordonsville, Va.
Goshen, Ind., V-8, V-92, V-126.
Graham, Tenn.
Grand Forks, N. Dak., RR
Grand Isle, La., RBN
Grand Junction, Colo.
Grantsburg, Wis.
Grantsville, Md.
Great Falls, Mont.
Green Bay, Wis.
Greensboro, N. C.
Greenville INT: INT Tallahassee, Fla., 090°, Valdosta, Ga., 235° radials.
Greenwood, Miss.
Greenwood, S. C.
Gregg County. Tex.
Gulfport, Miss.
Guthrie, Tex.
Hallsville, Mo.
Hamilton INT: INT Birmingham, Ala., 298°, Columbus, Miss., 035° radials.
Hanksville, Utah
Harcum, Va.
Harrisburg, Pa.
Hartford, Conn.
Hattiesburg, Miss.
Hayes Center, Nebr.
Hazen, Nev.
Hector. Calif.: V-8. V-21. V-12N. V-442. V-12 E bound, V-210 E bound.
Helena, Mont.
Herndon, Va., V-4, V-853.
Hickory, N. C.
Hidden Hills INT: INT Las Vegas, Nev., 266°, Beatty, Nev., 142° radials.
Highway INT: INT Nashville, Tenn., 064°, Crossville, Tenn., 343° radials.
Hill City, Kans.
Hobart, Okla.
Hobbs, N. Mex.
Hoquiam, Wash.
Holston Mountain, Tenn.
Houston, Tex.
Hudspeth, Tex.
Huntsville, Ala.
Huron, S. Dak.
Huron, S. Dak., RR
Hutchinson. Kans.. V-10. V-132. V-280. V-125. V-10S. V-234. V-10N.
Indianapolis, Ind.
Jacks Creek, Tenn.
Jackson. Mich.. V-100. V-116. V-221.
Jackson, Miss.
Jacksonville, Fla.
Jamestown, N. Dak.
Janesville, Wis.
Joliet, Ill.
Junction. Tex.
Kansas City, Mo.
Keeler. Mich.. V-100. V-116. V-218. V-277. V-880.
Kennebunk, Maine
Kenton, Del.
Key West, Fla.

Key West, Fla., RR
Kirksville, Mo.
Klamath Falls, Oreg.
Klamath Falls, Oreg., RR
Knoxville, Tenn.
Kremmling, Colo.
LaBelle, Fla.
Lafayette, Ind.
Lafayette, La.
Lake Charles, La.
Lakeland, Fla.
Lamar, Colo.
Lamoni, Iowa
Lancaster, Pa.
Lansing, Mich.
Laramie, Wyo.: V-4, V-4N.
Laredo, Tex.
Las Vegas, Nev.
Lawrenceville, Va.
Leona, Tex.
Leslie INT: INT Salem, Mich., 272°, Lansing, Mich., 159° radials; V-170, V-880.
Lewis, Ind.; V-12, V-12S, V-171, V-802.
Lewistown, Mont.
Liberal, Kans.
Liberty, N. C.; V-454, V-194N.
Linden, Calif.
Linden, Va.
Litchfield, Mich.; V-10, V-90, V-30.
Lithonia INT: INT McDonough, Ga., 345°, Atlanta, Ga., 053° radials; V-5E, V-51, V-819.
Little Rock, Ark.
Livingston, Mont.
Llano, Tex.
Lometa, Tex.
London, Ky.
Lone Rock, Wis.
Long Beach, Calif.
Los Angeles, Calif.
Los Banos, Calif.
Louisville, Ky.
Lovelock, Nev.
Lubbock, Tex.
Lucin, Utah
Lufkin, Tex.
Macon, Ga.; V-56.
Malad City, Idaho
Malden, Miss.
Mansfield, Ohio
Maples, Mo.
Marathon, Fla., RBN
Marianna, Fla.
Martinsburg, W. Va.; V-8, V-44.
Massena, N. Y.
Mason City, Iowa
McAlester, Okla.
McComb, Miss.
Medford, Oreg.
Medford, Oreg., RR
Medicine Bow, Wyo.
Memphis, Tenn.
Meridian, Miss.
Miami, Fla.
Miami, Fla., RBN
Midland, Tex.
Miles City, Mont.
Milford, Utah
Millinocket, Maine
Millinocket, Maine, RR
Milton, Pa.
Millville, N. J.
Milwaukee, Wis.
Mina, Nev.
Mineral Wells, Tex.
Minneapolis, Minn.
Minot, N. Dak.
Minot, N. Dak., RR

Missoula, Mont.
Mobile, Ala.
Moline, Ill.; V-38, V-434.
Monroe, La.
Montebello, Va.
Montgomery, Ala.
Mormon Mesa, Nev.
Morgantown, W. Va.
Mt. Pleasant INT: INT SE course Pittsburgh, Pa., RR, NE course Morgantown, W. Va., RR.
Mullan Pass, Idaho
Muscle Shoals, Ala.
Muskegon, Mich.
Myrtle Beach, S. C.
Nabb, Ind.; V-44, V-47, V-49.
Nantucket, Mass.
Naperville, Ill.; V-6, V-8, V-10.
Nashville, Tenn.
Needles, Calif.
Neola, Iowa
Neosho, Mo.
Newman, Tex.
New Orleans, La.
Newport, Oreg.
Nodine, Minn.
North Bend, Oreg.
Northbrook, Ill.
North Platte. Neb.: V-6. V-6N, V-172.
Nottely INT: INT Chattanooga, Tenn., 088°, Knoxville, Tenn., 181° radials.
Nottingham, Md.
Oakland, Calif.
Ocala, Fla.
Oceanside, Calif.; V-208.
Ogden, Utah
Oaklahoma City, Okla.
Omaha, Nebr.
Ontario, Calif.
Orlando, Fla.
Oshkosh, Wis.
Paducah, Ky.
Pahokee, Fla.; V-267, V-51
Palacios, Tex.
Palmdale, Calif.
Palm Springs INT: INT Twenty-Nine Palms, Calif., 244°, Thermal, Calif., 340° radials; V-16.
Parker, Ariz.
Parkersburg, W. Va.
Paso Robles, Calif.
Pawnee City, Nebr.
Paynesville INT: INT Bluefield, W. Va., 264°, Blackford, Va., 009° radials; V-35, V-881
Peach Springs, Ariz.
Pellston, Mich.
Pembina, N. Dak., RR
Pendleton, Oreg.
Pendleton, Oreg., RR
Peoria, Ill.
Peotone, Ill.
Philipsburg, Pa.
Phoenix, Ariz.
Pierre, S. Dak.
Pine Bluff, Ark.; V-16, V-16N, V-16S, V-69, V-887, V-830.
Pioneer INT: INT Ft. Wayne, Ind., 040°, Waterville, Ohio, 288° radials.
Pittsburgh, Pa.
Plattsburgh, N. Y.; V-196, V-104, V-431.
Pocatello, Idaho
Point Reyes, Calif.; V-25, V-27.
Ponca City, Okla.
Porterdale INT: INT McDonough, Ga., 063°, Norcross, Ga., 150° radials.
Portland, Oreg.
Portland, Oreg., RR
Poughkeepsie, N. Y.
Power Point INT: INT Briggs, Ohio, 084°, Akron, Ohio, 130° radials.
Prescott, Ariz.
Presque Isle, Maine
Priest, Calif.; V-485.
Princeton, Maine
Providence, R. I.

Provo, Utah
Pueblo, Colo.
Pulaski, Va.
Pullman, Mich.
Quakerstown INT: INT Pottstown, Pa., 042°, Yardley, Pa., 284° radials.
Quincy, Ill.
Quitman, Tex.
Raleigh-Durham, N. C.
Rapid City, S. Dak.
Readsville, Mo.
Red Bluff, Calif.
Red Bluff, Calif., RR
Redmond, Oreg.
Redmond, Oreg., RR
Redwood Falls, Minn.
Reno, Nev.
Rhinelander, Wis.
Richwoods, Mo.
Roberts, Ill.
Rochester, Minn.
Rochester, N. Y.
Rockford, Ill.; V-100, V-218, V-171, V-810, V-855.
Rocksprings, Tex.
Rock Springs, Wyo.
Rosewood, Ohio
Roswell, N. Mex.
Royston, Ga.
Sacramento, Calif.
Saginaw, Mich.
St. Johns, Ariz.
St. Louis, Mo.
St. Petersburg, Fla.
Salem, Mich.
Salina, Kans.
Salisbury, Md.
Salt Flat, Tex.; V-222 NW bound, V-16, V-16N, V-94.
Salt Lake City, Utah; V-32, V-484, V-810.
Samsville, Ill.
San Angelo, Tex.
San Antonio. Tex.
Sandberg INT: INT Gorman, Calif., 099°, Lake Hughes, Calif., 339° radials.
San Luis Obispo, Calif.
San Simon, Ariz.
Santa Barbara, Calif.; V-12, V-25, V-183.
Santa Fe, N. Mex.
Saufley, Fla.
Savannah, Ga.
Saybrook INT: INT Trinity, N. Y., 093°, Riverhead, N. Y., 046° radials.
Sayre, Okla.
Scipio INT: INT Syracuse, N. Y., 211°, Georgetown, N. Y., 272° radials.
Scotland, Ind.
Scottsbluff, Nebr.
Sea Isle, N. J.
Seattle, Wash.
Seattle, Wash., RR
Selinsgrove, Pa.
Shelbyville, Ind.; V-12, V-12S, V-97, V-97W, V-51, V-124, V-819.
Sheppards INT: INT Gordonsville, Va., 207°, Flat Rock, Va., 257° radials.
Sheridan, Wyo.
Shreveport, La.
Sidney, Nebr.
Sioux City, Iowa
Sioux Falls, S. Dak.
Sioux Falls, S. Dak., RR
Smithwick, S. Dak.
Snow Hill, Md.
South Bend, Ind.
South Boston, Va.
Spokane, Wash.
Springfield, Ill.
Springfield, Mo.
Stansbury INT: INT Salt Lake City, Utah, 265°, Ogden Utah, 212° radials.
Sterling INT: INT Providence, R. I., 270°, Norwich, Conn., 043° radials; V-16.
Stevens Point, Wis.; V-55.

Stockton, Calif.
Sulphur Springs, Tex.
Syracuse, N. Y.
Tallahassee, Fla.
Texarkana, Ark.
The Dalles, Oreg.
The Dalles, Oreg., RR
Thermal, Calif.
Thornhurst, Pa.
Thurman, Colo.
Tidioute, Pa.
Tipton INT: INT Needles, Calif., 004°, Las Vegas, Nev., 121° radials.
Tiverton, Ohio; V-443, V-881, V-133, V-210.
Tobe, Colo.
Topeka, Kans.; V-4N, V-4S, V-131, V-77, V-280.
Tower City, Pa.
Traverse City, Mich.
Trey, Ill.
Truth or Consequences, N. Mex.
Tuba City, Ariz.
Tucson, Ariz.
Tucumcari, N. Mex.
Trinity, N. Y.
Tulsa, Okla.
Turlock, INT: INT Fresno, Calif., 322°, Castle, Calif., 010° radials.
Tuskegee, Ala.; V-134, V-159.
Twenty-Nine Palms, Calif.
Tyrone, Pa.; V-276.
Ukiah, Calif.
Vance, S. C.
Vandalia, Ill.
Ventura, Calif.
Vero Beach, Fla.
Vichy, Mo.
Vienna, Ga.
Waco, Tex.
Walnut Ridge, Ark.
Waterloo, Iowa
Watertown, N. Y.
Watertown, S. Dak.
Waterville, Ohio
Waukon, Iowa
Wausau, Wis.
West Chester, Pa.
West Palm Beach, Fla.
West Point. Ind.: V-53. V-128.
White Cloud, Mich., V-26.
Whitehall, Mont.
Whitmore, Calif., RR
Wichita, Kans.
Wichita Falls, Tex.
Wilkes-Barre, Pa.
Williams, Calif.
Williamsport, Pa.
Wilmington, N.C.
Wink, Tex.
Winner, S. Dak.
Winslow, Ariz.
Woodside, Calif.
Woodstown, N. J.
Yakima, Wash.; V-4.
Yakima, Wash., RR
York, Ky.
Youngstown, Ohio
Yuma, Ariz.
Zuni, N. Mex.

§ 71.205 Domestic Intermediate Altitude Reporting Points.

The reporting points listed below are designated beginning at 14,500 feet MSL up to, but not including 24,000 feet MSL.

Abilene, Tex.
Akron, Colo.; V-1512, V-1713, V-1543.
Akron, Ohio
Alamosa, Colo.
Albany, Ga.
Albany, N. Y.
Albuquerque, N. Mex.
Alexandria, La.
Alexandria, Minn.
Allendale, S. C.: V-1669.
Allentown, Pa.
Alma, Ga.
Amarillo, Tex.
Appleton, Ohio
Ardmore, Okla.
Atlanta, Ga.
Attica, Ohio; V-1518.
Augusta, Ga.
Austin, Tex.
Avenal, Calif.; V-1559.
Baker, Oreg.
Bakersfield, Calif.
Bangor, Maine
Battle Mountain, Nev.
Bellingham, Wash.
Big Piney, Wyo.
Big Spring, Tex.
Big Sur, Calif.
Billings, Mont.
Binghamton, N. Y.; V-1698, V-1670, V-1679.
Birmingham, Ala.
Biscayne Bay, Fla.
Bismarck, N. Dak.
Bluefield, W. Va.
Blue Springs, Mo.; V-1524, V-1533, V-1535.
Blythe, Calif.
Boise, Idaho
Bonneville, Utah
Boston, Mass.
Bowling Green, Ky.
Boysen Reservoir, Wyo.
Bradford, Ill.; V-1514.
Bradford, Pa.; V-1504, V-1683, V-1686.
Bridgeport, Tex.
Briggs, Ohio; V-1516.
Britton, Tex.
Brownsville, Tex.
Bryce Canyon, Utah
Buffalo, N. Y.
Burley, Idaho
Burlington, Vt.
Butler, Mo.
Cambridge, N. Y.; V-1502, V-1693.
Cape Charles, Va.
Casper, Wyo.; V-1506, V-1547, V-1662, V-1688, V-1722.
Cedar Rapids, Iowa
Chadron, Nebr.
Charleston, S. C.
Charleston, W. Va.
Chattanooga, Tenn.
Cherokee, Wyo.; V-1744.
Cheyenne, Wyo.; V-1709, V-1635, V-1713.
Chicago Heights, Ill.; V-1515.
Childress, Tex.
Cimarron, N. Mex.
Cincinnati, Ohio
Clarion, Pa.
Coaldale, Nev.
Cochise, Ariz.; V-1542.
Cofield, N. C.

Columbia, S. C.
Columbus, N. Mex.
Cordova, Ill.
Corona, N. Mex.
Corpus Christi, Tex.
Coyle, N. J.
Crazy Woman, Wyo.; V-1724, V-1709.
Crestview, Fla.
Cross City, Fla.
Crossville, Tenn.
Crown Point, N. Mex.
Culberson, Tex.
Currant, Nev.
Cut Bank, Mont.
Daggett, Calif.
Dalhart, Tex.
Dallas, Tex.
Dayton, Ohio
Daytona Beach, Fla.
Delta, Utah
Deming, N. Mex.
Denver, Colo.; V-1717, V-1635, V-1529, V-1531, V-1707, V-1666.
Des Moines, Iowa
Dickinson, N. Dak.
Dillon, Mont.
Dubois, Idaho
Dubuque, Iowa
Duluth, Minn.
Dunoir, Wyo.
Dupree, S. Dak.
Eau Claire, Wis.
El Centro, Calif.
Elkins, W. Va.
El Paso, Tex.
Ephrata, Wash.
Erie, Pa.
Eugene, Oreg.; V-1557.
Evergreen, Ala.
Farmington, Mo.
Farmington, N. Mex.
Fayetteville, Ark.
Fillmore, Calif.
Flat Rock, Va.; V-1731.
Flippin, Ark.
Florence, S. C.
Fort Bridger, Wyo.; V-1510 W bound, V-1734 and V-1736 SW bound.
Fort Mill, S. C.
Fort Myers, Fla.
Fort Smith, Ark.
Fort Stockton, Tex.
Fortuna, Calif.
Fort Wayne, Ind.
Fresno, Calif.
Front Royal, Va.; V-1520, V-1646.
Gage, Okla.
Garden City, Kans.
Georgetown, N. Y.
Gila Bend, Ariz.
Goffs, Calif.; V-1545, V-1613.
Gordonsville, Va.
Goshen, Ind., V-1510, V-1514, V-1518, V-1522.
Grand Island, Nebr.
Grand Junction, Colo.
Great Falls, Mont.
Gregg County, Tex.
Green Bay, Wis.
Greensboro, N. C.
Greenwood, Miss.; V-1544.
Greenwood, S. C.
Gunnison, Colo.
Guthrie, Tex.
Hallsville, Mo.
Hampton, N. Y.
Hanksville, Utah

Harrisburg, Pa.
Hartford, Conn.
Hayes Center, Nebr.
Hazen, Nev.
Hector, Calif.
Helena, Mont.
Herndon, Va.; V-1540
Hill City, Kans.
Hobbs, N. Mex.
Holston Mountain, Tenn.
Hoquiam, Wash.
Houston, Tex.
Hugo, Colo.; V-1531, V-1726, V-1644.
Huguenot, N. Y.
Huron, S. Dak.
Hutchinson, Kans.
Indianapolis, Ind.
Jackson, Miss.
Jacksonville, Fla.
Jamestown, N. Dak.
Janesville, Wis.
Jefferson, Ohio; V-1506.
Johnstown, Pa.; V-1538.
Joliet, Ill.
Junction City INT: INT Macon, Ga., 267°, Atlanta, Ga., 179° radials; V-1519.
Junction, Tex.
Kansas City, Mo.
Keating, Pa.
Keeler, Mich.
Kennebunk, Maine
Kenton, Del.
Key West, Fla.
Kingfisher, Okla.
Kirksville, Mo.
Klamath Falls, Oreg.; V-1555.
Knoxville, Tenn.
Kremmling, Colo.
Lake Charles, La.
Lakeland, Fla.
Lakeview, Oreg.
Lamar, Colo.
Lamoni, Iowa; V-1522, V-1637.
Laramie, Wyo.; V-1744, V-1732, V-1627, V-1707, V-1510.
Laredo, Tex.
Leona, Tex.; V-1711
Lewis, Ind.
Lewistown, Mont.
Lexington, Ky.; V-1534, V-1667.
Liberal, Kans.
Linden, Calif.; V-1732 E bound, V-1512 NE bound, V-1551.
Little Rock, Ark.
Lometa, Tex.
London, Ky.
Lone Rock, Wis.; V-1518 SE bound, V-1504.
Long Beach, Calif.
Los Angeles, Calif.
Los Banos, Calif.
Las Vegas, Nev.
Louisville, Ky.
Lovelock, Nev.
Lubbock, Tex.
Lucin, Utah; V-1510.
Lufkin, Tex.
Macon, Ga.
Macon, Mo.
Malad City, Idaho
Marianna, Fla.; V-1536 E bound.
Martinsburg, W. Va.
Mason City, Iowa
McAlester, Okla.
McCall, Idaho
McComb, Miss.
McDonough, Ga.

Medford, Oreg.
Medicine Bow, Wyo.; V-1668, V-1529.
Memphis, Tenn.
Meridian, Miss.
Miami, Fla.
Midland, Tex.
Miles City, Mont.
Milford, Utah
Millinocket, Maine
Milwaukee, Wis.
Mineral Wells, Tex.
Minneapolis, Minn.
Minot, N. Dak.
Missoula, Mont.
Mobile, Ala.
Moline, Ill.
Monroe, La.
Montebello, Va.; V-1540, V-1673.
Montgomery, Ala.
Montrose, INT: INT Alma, Ga., 335°, Macon, Ga., 103° radials; V-1513.
Morgantown, W. Va.; V-1520, V-1534, V-1538.
Mormon Mesa, Nev.
Mullan Pass, Idaho
Muscle Shoals, Ala.
Myton, Utah
Nabb, Ind.; V-1526.
Naperville, Ill.; V-1508, V-1512, V-1518, V-1714.
Nashville, Tenn.
Needles, Calif.
Neola, Iowa
New Castle, Del.; V-1685, V-1733.
Newman, Tex.
New Orleans, La.
Nodine, Minn.; V-1518 NW bound.
Norcross, Ga.
North Bend, Oreg.
Northbrook, Ill.
North Platte, Nebr.; V-1508, V-1510, V-1543.
Ocala, Fla.
Ogden, Utah; V-1510.
Oklahoma City, Okla.
Okmulgee, Okla.
Omaha, Nebr.
O'Neill, Nebr.
Orlando, Fla.
Oswego, Kans.
Paducah, Ky.
Page, Okla.
Pahokee, Fla.; V-1507 S bound, V-1509 S bound, V-1515 S bound.
Palacios, Tex.
Palmdale, Calif.
Parker, Calif.; V-1624.
Parkersburg, W. Va.
Paso Robles, Calif.
Pawnee City, Nebr.
Peach Springs, Ariz.
Pembina, N. Dak., RR
Pendleton, Oreg.
Peotone, Ill.
Philipsburg, Pa.
Phoenix, Ariz.
Pierre, S. Dak.
Pine Bluff. Ark.: V-1527. F-1540.
Pittsburgh, Pa.
Plattsburgh, N. Y.; V-1691, V-1712.
Pocatello, Idaho; V-1551, V-1744.
Ponca City, Okla.; V-1530, V-1644.
Portland, Oreg.
Pottstown, Pa.; V-1534.
Poughkeepsie, N. Y.
Prescott, Ariz.
Presque Isle, Maine
Pueblo, Colo.
Pulaski, Va.
Raleigh-Durham, N. C.; V-1505, V-1546.

Rapid City, S. Dak.
Readsville, Mo.
Red Bluff, Calif.
Redmond, Oreg.
Redwood Falls, Minn.
Reno, Nev.
Rewey, Wis.
Richmond, Va.; V-1505.
Roberts, Ill.
Rochester, Minn.
Rockdale, N. Y.
Rocksprings, Tex.
Rock Springs, Wyo.
Rocky Mount, N. C.; V-1677.
Rome, Oreg.
Rosewood, Ohio
Roswell, N. Mex.
Royston, Ga.
Sacramento, Calif.
St. Johns, Ariz.
St. Louis, Mo.
St. Petersburg, Fla.
Salina, Kans.
Salisbury, Md.
Salt Flat, Tex.; V-1614.
Salt Lake City, Utah
Samsville, Ill.
San Angelo, Tex.
San Antonio, Tex.
Santa Barbara, Calif.; V-1609.
San Diego, Calif.
San Luis Obispo, Calif.
San Simon, Ariz.
Sante Fe, N. Mex.
Savannah, Ga.
Sayre, Okla.
Sea Isle, N. J.
Seattle, Wash.
Selinsgrove, Pa.; V-1508, V-1510, V-1514, V-1522.
Sheridan, Wyo.
Shreveport, La.
Sidney, Nebr.
Sioux City, Iowa
Sioux Falls, S. Dak.
Smithwick, S. Dak.; V-1722.
South Bend, Ind.
Spartanburg, S. C.
Spokane, Wash.
Springfield, Ill.
Springfield, Mo.
Stockton, Calif.; V-1516, V-1559, V-1528.
Stonyfork INT: INT Wilkes-Barre, Pa., 279°, Philipsburg, Pa., 031° radials.
Syracause, N. Y.
Tallahassee, Fla.
Taylor, Fla.
Texarkana, Ark.
The Dalles, Oreg.
Thermal, Calif.; V-1536, V-1624.
Thornhurst, Pa.; V-1672.
Thermal, Calif.; VOR Federal airway No. 1536, VOR Federal airway No. 1624.
Thornhurst, Pa.; VOR Federal airway No. 1672.
Thurman, Colo.
Tidioute, Pa.
Tiverton, Ohio
Tobe, Colo.
Topeka, Kans.; V-1637.
Tower City, Pa.; V-1516.
Troy, Ill.
Truth or Consequences, N. Mex.
Tuba City, Ariz.
Tucumcari, N. Mex.
Tulsa, Okla.; V-1532, V-1538, V-1626, V-1644.
Tucson, Ariz.
Tuskegee, Ala.; V-1521.

Twenty-Nine Palms, Calif.
Tyrone, Pa.; V-1516.
Ukiah, Calif.
Vandalia, Ill.
Vero Beach, Fla.
Vichy, Mo.
Waco, Tex.
Walnut Ridge, Ark.
Watertown, S. Dak.
Waterville, Ohio
West Chester, Pa.; V-1532.
West Palm Beach, Fla.
Wichita Falls, Tex.
Wichita, Kans.
Wilkes-Barre, Pa.
Williamsport, Pa.
Wilmington, N. C.
Wink, Tex.
Winner, S. Dak.
Winslow, Ariz.
Wolbach, Nebr.
Woodstown, N. J.
York, Ky.
Yuma, Ariz.
Zuni, N. Mex.

§ 71.207 **Domestic High Altitude Reporting Points.**

The reporting points listed below are designated from flight level 240 and above.

Aberdeen, S. Dak.
Abilene, Tex.
Alamosa, Colo.
Albany, N. Y.
Albuquerque, N. Mex.
Alexandria, La.
Allendale, S. C.
Allentown, Pa.
Alma, Ga.
Amarillo, Tex.
Appleton, Ohio
Atlanta, Ga.
Augusta, Ga.
Austin, Tex.
Bakersfield, Calif.
Baltimore, Md.
Bangor, Maine
Billings, Mont.
Birmingham, Ala.
Boise, Idaho
Boston, Mass.
Bradford, Ill.
Brownsville, Tex.
Bryce Canyon, Utah
Buffalo, N. Y.
Butler, Mo.
Charleston, S. C.
Charleston, W. Va.
Cleveland, Ohio
Columbia, S. C.
Coyle, N. J.
Crazy Woman, Wyo.
Crestview, Fla.
Dallas, Tex.
Dayton, Ohio
Denver, Colo.; J-30, J-60, J-80, J-20, J-10, J-56.
Des Moines, Iowa
Dickinson, N. Dak.
Dillon, Mont.
Duluth, Minn.
Dupree, S. Dak.
Elko, Nev.
El Paso, Tex.
Erie, Pa.

Evansville, Ind.
Fargo, N. Dak.
Farmington, Mo.
Farmington, N. Mex.
Fort Stockton, Tex.
Flat Rock, Va.
Flippin, Ark.
Florence, S. C.
Fresno, Calif.
Front Royal, Va.
Gainesville, Fla.
Garden City, Kans.
Gila Bend, Ariz.
Gordonsville, Va.; J-75, J-37, J-22, J-77.
Grand Junction, Colo.
Great Falls, Mont.
Green Bay, Wis.
Greenwood, Miss.; J-52.
Hector, Calif.
Herndon, Va.
Hill City, Kans.
Houston, Tex.
Idlewild, N. Y.
Indianapolis, Ind.
Jackson, Miss.
Jacksonville, Fla.
Joliet, Ill.; J-26, J-60, J-64, J-30, J-35, J-87.
Kansas City, Mo.
Kennebunk, Maine
Key West, Fla.
Knoxville, Tenn.
Lake Charles, La.
Lakeview, Oreg.
Laredo, Tex.
Las Vegas, Nev.
Las Vegas, N. Mex.
Lewistown, Mont.
Lexington, Ky.
Little Rock, Ark.
Los Angeles, Calif.
Louisville, Ky.
Lufkin, Tex.
Malad City, Idaho
Mason City, Iowa
Messena, N. Y.
McComb, Miss.
Medford, Oreg.
Memphis, Tenn.
Miami, Fla.
Milford, Utah
Milwaukee, Wis.
Mineral Wells, Tex.
Minneapolis, Minn.
Mobile, Ala.
Montgomery, Ala.
Mullan Pass, Idaho
Nantucket, Mass.
Nashville, Tenn.
New Orleans, La.
Nodine, Minn.
Norfolk, Va.
Northbrook, Ill.; J-35, J-101, J-16, J-84, J-90.
Oakland, Calif.
Oklahoma, City, Okla.
Omaha, Nebr.
O'Neill, Nebr.
Orlando, Fla.
Palacios, Tex.
Palmdale, Calif.
Parker, Calif.
Pawnee City, Nebr.
Peach Springs, Ariz.
Pembina, N. Dak., RR
Pendleton. Oreg.: J-16. J-20.
Philipsburg, Pa.

Phoenix, Ariz.
Pittsburgh, Pa.
Plattsburgh, N. Y.
Ponca City, Okla.
Prescott, Ariz.
Presque Isle, Maine
Pueblo, Colo.
Pulaski, Va.
Raleigh-Durham, N. C.
Rapid City, S. Dak.
Red Bluff, Calif.
Reno, Nev.
Rock Springs, Wyo.
Rome, Oreg.
Roswell, N. Mex.
Sacramento, Calif.
St. Louis, Mo.
St. Petersburg, Fla.
Salina, Kans.
Salt Lake City, Utah
San Angelo, Tex.
San Antonio, Tex.
San Diego, Calif.; J-1, J-3 N bound, J-2 E bound.
San Simon, Ariz.
Savannah, Ga.
Scottsbluff, Nebr.
Seattle, Wash.
Shreveport, La.
Sioux Falls, S. Dak.
Spartanburg, S. C.
Spokane, Wash.
Springfield, Mo.
Stockton, Calif.
Syracuse, N. Y.
Tallahassee, Fla.
Texarkana, Ark.
Thermal, Calif.
Thornhurst, Pa.
Tonapah, Nev.
Tuba City, Ariz.
Tucson, Ariz.
Tulsa, Okla.
Vero Beach, Fla.
Waco, Tex.
West Palm Beach, Fla.
Whitehall, Mont.
Wichita, Kans.
Wichita Falls, Tex.
Wilmington, N. C.
Wink, Tex.
Wolbach, Nebr.
Yuma, Ariz.

§ 71.209 Other domestic reporting points.

The reporting points listed below are designated at all altitudes.

Alabacore INT: INT 185° bearing Galveston, Tex., RBN, 097° bearing Corpus Christi, Tex., RBN.

Azalea INT: INT Charleston, S. C., 109°, Wilmington, N. C., 189° radials.

Azalea INT: INT 188° bearing Wilmington (Carolina Beach), N. C., RBN, 109° bearing Charleston, S. C., RBN.

Balboa INT: INT 219° bearing Marathon, Fla., RBN, with Lat. 24°00'00" N.

Baracuda INT: INT 055° bearing Melbourne, Fla., RR, 088° bearing Bimini, Bahamas, RBN.

Bass INT: INT 133° bearing Weeksville, N. C., (Navy) RBN, W boundary New York Oceanic Control Area.

Bimini, Bahamas, RBN

Blue Fin INT: INT San Juan, P. R. 314°, Ramey AFB, P. R. 028° radials.

Brim INT: INT 223° bearing New Orleans, La., RBN, 113° bearing Galveston, Tex., RBN.

Brownson INT: INT Ramey AFB, P. R. 013°, San Juan, P. R. 296° radials.

Carp INT: INT direct line between Carolina Beach (Wilmington), N. C., RBN, Nassau, British West Indies, RBN, 090° bearing Jacksonville, Fla., RBN.

Catfish INT: INT 217° bearing New Orleans, La., RBN, 112° bearing Galveston, Tex., RBN.

Cod INT: INT Great Circle course Nantucket, Mass., Consolan station (monitor site) to Azores Santa Maria RBN, W boundary New York Oceanic Control area at Lat. 41°29'00" N., Long. 68°00'00" W.

Crab INT: INT St. Petersburg, Fla., 275°, Tallahassee, Fla., 192° radials.

Crab INT: INT 187° bearing Tallahassee, Fla., RBN, 284° bearing Egmont Key, Fla., RBN.

Dolphin INT: INT 177° bearing Grand Isle, La., RBN, 102° bearing Galveston, Tex., RBN.

Ear Shell INT: INT 140° bearing Galveston, Tex., RBN, 254° bearing Grand Isle, La., RBN.

Eel INT: INT SE course Boston, Mass., RR, W boundary New York Oceanic control area.

Fallfish INT: INT 153° bearing Grand Isle, La., RBN, 223° bearing Pensacola, Fla., RBN.

Francis INT: INT Oakland, Calif., 267°, Pt. Reyes, Calif., 236° radials.

Gateway INT: INT 090° bearing Jacksonville, Fla., RBN, 188° bearing Wilmington (Carolina Beach), N. C., RBN.

Gateway Cedar INT: INT Hoquiam, Wash., 234° radial, E boundary Seattle Oceanic Control Area at Lat. 45°33'00" N., Long. 126°44'50" W.

Gateway Hemlock INT: INT Newport, Oreg., 237° radial, E boundary Seattle Oceanic Control Area at Lat. 43°18'45" N., Long. 126°40'00" W.

Gateway Pine INT: INT North Bend, Oreg., 239° radial, E boundary Seattle Oceanic Control area at Lat. 42°19'15" N., Long. 126°46'30" W.

Gulf Stream INT: INT 077° bearing Marathon, Fla., RBN, 153° bearing Miami, Fla., RBN.

Haddock INT: INT rhumb line Nantucket, Mass., consolan station (monitor site) to Kindley AFB, Bermuda, RBN, W boundary New York Oceanic Control Area at Lat. 39°50'00" N., Long. 69°14'30" W.

Halibut INT: INT 008° bearing Bimini, Bahamas, RBN, 090° bearing West Palm Beach, Fla., RR.

Hard Head INT: INT 119° bearing Galveston, Tex., RBN, 248° bearing Grand Isle, La., RBN.

Idaho INT: INT Ramey AFB, P. R., 326° radials, Mona Island, P. R., RBN 012° bearing.

Iowa INT: INT Ramey AFB, P. R., 149°, San Juan, P. R., 226° radials.

North Nantucket INT: INT E course Boston, Mass., RR, centerline Nantucket, Mass., - Yarmouth, Nova Scotia, domestic control area.

Ohio INT: INT Ramey AFB, P. R., 013°, San Juan, P. R., 333° radials.

Perch INT: INT Los Angeles, Calif., 251°, Ventura, Calif., 200° radials.

Sailfish INT: INT San Juan, P. R., 333°, Ramey AFB, P. R., 036° radials.

Sea Lion INT: INT SW course Key West, Fla., RR, with Lat. 24°00'00" N.

Shad INT: INT SE course Millville, N. J., RR, W boundary New York Oceanic Control area.

Smelt INT: INT 109° bearing Charleston, S. C., RBN, W boundary New York Oceanic Control area.

South Bangor INT: INT SE course Bangor, Maine, RR, centerline Nantucket, Mass., - Yarmouth, Nova Scotia, domestic control area.

Tadpole INT: INT 187° bearing Marathon, Fla., RBN, with Lat. 24°00'00" N.

Trout INT: INT 090° bearing Jacksonville, Fla., RBN, W boundary New York Oceanic Control area.

Tuna INT: INT SE course Newark, N. J., RR, W boundary New York Oceanic Control area.

Vermont INT: INT Ramey, P. R., 027°, San Juan, P. R., 351° radials.

Viperfish INT: INT 132° bearing Grand Isle, La., RBN, 214° bearing Pensacola, Fla., RBN.

§ 71.211 **Alaskan low altitude reporting points.**
The reporting points listed below are designated up to and including 15,200 feet, MSL.

Adak, Alaska, RR
Anchorage, Alaska
Anchorage, Alaska, RR
Anchor Point INT: INT W course Homer, Alaska, RR, SW course Kenai, Alaska, RR.
Aniak, Alaska, RR
Annette Island, Alaska, RR
Bethel, Alaska
Bethel, Alaska, RR
Bettles, Alaska, RR
Big Delta, Alaska, RR
Biorka Island, Alaska
Cape Spencer INT: INT NW course Sitka, Alaska, RR, SW course Gustavus, Alaska, RR.
Chinitna INT: INT Keani, Alaska, 217°, Homer, Alaska, 269° radials.
Cold Bay, Alaska, RR
Copper INT: INT Homer, Alaska, 269°, King Salmon, Alaska, 051° radials.
Coghlan Island, Alaska, RBN.
Crab INT: INT 227° bearing King Salmon, Alaska, RR, 314° bearing Port Heiden, Alaska, RBN.
Domestic Annette INT: INT SW course Annette Island, Alaska, RR, centerline Anchorage - Sandspit route.
Domestic Gustavus INT: INT SW course Gustavus, Alaska, RR, centerline Anchorage - Sandspit route.
Domestic Sitka INT: INT SW course Sitka, Alaska, RR, centerline Anchorage - Sandspit route.
Domestic Yakutat INT: INT SW course Yakutat, Alaska, RR, centerline Anchorage - Sandspit route.
East Cordova INT: INT E course Hinchinbrook, Alaska, RR, SE course Cordova, Alaska, RR.
Fairbanks, Alaska, ILS MM
Fairbanks, Alaska, RR
Farewell, Alaska, RR
Fielding INT: INT Anchorage, Alaska 008° radial, Talkeetna, Alaska, RBN 057° bearing.
Five Finger, Alaska, RBN

Fluke INT: INT 239° bearing Bethel, Alaska, RR, 311° bearing Cape Newenham, Alaska, RBN.
Galena, Alaska RR
Galtan INT: INT E course Galena, Alaska, RR, SW course Tenana, Alaska, RR.
Gar INT: INT 263° bearing King Salmon, Alaska, RR, 131° bearing Cape Newenham, Alaska, RBN.
Glacier INT: INT Nenana, Alaska, 189° radial, NW course Summit, Alaska, RR.
Granite INT: INT 118° bearing Homer, Alaska, RR, NW boundary Anchorage Oceanic Control Area.
Gulkana, Alaska, RR
Gustavus, Alaska, RR
Haines, Alaska, RBN
Harriet INT: INT Homer, Alaska, 330°, Anchorage, Alaska, 237° radials.
Herring INT: INT 248° bearing King Salmon, Alaska, RR, 131° bearing Cape Newenham, Alaska, RBN.
Hinchinbrook, Alaska, RR
Homer, Alaska
Homer, Alaska, RR
Iliamna, Alaska, RR
Kenai, Alaska
Kenai, Alaska, RR
King Salmon, Alaska
King Salmon, Alaska, RR
Kodiak, Alaska, RR
Kotzebue, Alaska, RBN
Kakaklek INT: INT NE course King Salmon, Alaska, RR, SW course Iliamna, Alaska, RR.
Marble INT: INT 107° bearing Kodiak, Alaska, RR, NW boundary Anchorage Oceanic Control Area.
McGrath, Alaska, RR
Middleton Island, Alaska
Middleton Island, Alaska, RBN
Minchumina, Alaska, RR
Moses Point, Alaska, RR
Nenabank INT: INT W course Fairbanks, Alaska, RR, NW course Nenana, Alaska, RR; G-7.
Nenana, Alaska
Nenana, Alaska, RR
Nome, Alaska, RR
Northway, Alaska, RR
Petersburg, Alaska, RR; B-79 SE bound.
Peters Creek INT: INT Anchorage, Alaska, 347° radial, NE course Skwentna, Alaska, RR.
Port Alexander INT: INT SE course Sitka, Alaska, RR, SW course Petersburg, Alaska, RR.
Puntilla Lake, Alaska, RBN
Rocky Point INT: INT SE course King Salmon, Alaska, RR, W course Kodiak, Alaska, RR.
Shemya, Alaska, RBN
Shuyak, Alaska, RBN
Sisters Island, Alaska
Sisters Island, Alaska, RBN
Sitka, Alaska, RR
Skilak INT: INT Anchorage, Alaska, 198°, Homer, Alaska, 027° radials; V-438.
Skwentna, Alaska, RR
Summit, Alaska, RR
Talkeetna, Alaska, RBN
Tenana, Alaska, RR
Unalakleet, Alaska, RR
Whittier INT: INT Anchorage, Alaska, 118° radial, NW course Hinchinbrook, Alaska, RR.
Whittier INT: INT NW course Hinchinbrook, Alaska, RR, SE course Anchorage, Alaska, RR.
Yakutat, Alaska
Yakutat, Alaska, RR

§ 71.213 Alaskan high altitude reporting points.

The reporting points listed below are designated above 15,200 feet, MSL.

Adak, Alaska, RR
Anchorage, Alaska
Anchorage, Alaska, RR
Anchor Point INT: INT W course Homer, Alaska, RR, SW course Kenai, Alaska, RR.
Annette Island, Alaska, RR
Bethel, Alaska
Bethel, Alaska, RR
Bettles, Alaska, RR
Big Delta, Alaska, RR
Biorka Island, Alaska
Cold Bay, Alaska, RR
Crab INT: INT 227° bearing King Salmon, Alaska, RR, 314° bearing Port Heiden, Alaska, RBN.
Domestic Annette INT: INT SW course Annette Island, Alaska, RR, centerline Anchorage - Sandspit route.
Domestic Gustavus INT: INT SW course Gustavus, Alaska, RR, centerline Anchorage - Sandspit route.
Fairbanks, Alaska, ILS MM
Fairbanks, Alaska, RR; G-7, A-2, B-26.

Fielding INT: INT Anchorage, Alaska, 008° radial, Talkeetna, Alaska RBN 057° bearing.
Fluke INT: INT 239° bearing Bethel, Alaska, RR, 311° bearing Cape Newenham, Alaska, RBN.
Galena, Alaska, RR.
Gar INT: INT 263° bearing King Salmon, Alaska, RR, 131° bearing Cape Newenham, Alaska, RBN.
Glacier INT: INT Nenana, Alaska, 189° radial, NW course Summit, Alaska, RR.
Gulkana, Alaska, RR
Haines, Alaska, RBN
Harriet INT: INT Homer, Alaska, 330°, Anchorage, Alaska, 237° radials.
Herring INT: INT 248° bearing King Salmon, Alaska, RR, 131° bearing Cape Newenham, Alaska, RBN.
Hinchinbrook, Alaska, RR
Homer, Alaska
Homer, Alaska, RR
King Salmon, Alaska
King Salmon, Alaska, RR
Kodiak, Alaska, RR
Kotzebue, Alaska, RBN
McGrath, Alaska, RR
Middleton Island, Alaska
Middleton Island, Alaska, RBN
Minchumina, Alaska, RR
Nenana, Alaska
Nome, Alaska, RR
Northway, Alaska, RR
Shemya, Alaska, RBN
Sisters Island, Alaska
Sitka, Alaska, RR; R-1, A-1.
Summit, Alaska, RR
Talkeetna, Alaska, RBN; B-32 SW bound, B-26 S bound.
Unalakleet, Alaska, RR
Whittier INT: INT Anchorage, Alaska, 118° radial, NW course Hinchinbrook, Alaska, RR.
Whittier INT: INT NW course Hinchinbrook, Alaska, RR, SE course Anchorage, Alaska, RR.
Yakutat, Alaska
Yakutat, Alaska, RR

§ 71.215 Hawaiian reporting points.

The reporting points listed below are designated at all altitudes.

Bayview INT: INT E course Hilo, Hawaii, RR, 022° bearing Pahoa, Hawaii, RBN.
Bayview INT: INT Hilo, Hawaii 091° radial, 022° bearing Pahoa, Hawaii, RBN.
Breakers INT: INT Honolulu, Hawaii, 269°, Lihue, Hawaii, 128° radials.
Dogwood INT: INT South Kauai, Hawaii, 271° radial, with Long. 161°20'00" W.
Hilo, Hawaii
Hilo, Hawaii, RR
Honolulu, Hawaii
Honolulu, Hawaii, RR
Lanai, Hawaii
Lihue, Hawaii
Maui, Hawaii
Maui, Hawaii, RR
Molokai, Hawaii
Paradise INT: INT Hilo, Hawaii, 334°, Upolu Point, Hawaii 093° radials.
Shark INT: INT Koko Head, Hawaii, 050°, Maui, Hawaii, 012° radials.
Southgate INT: INT Honolulu, Hawaii, 179°, Molokai, Hawaii, 268° radials.
South Honolulu INT: INT Honolulu, Hawaii, 179°, Lanai, Hawaii, 223° radials.
South Kauai, Hawaii
South Port Allen INT: INT Koko Head, Hawaii 254°, Lihue, Hawaii, 186° radials.
Sunrise INT: INT Koko Head, Hawaii, 065°, Upolu Point, Hawaii, 002° radials.
Swordfish INT: INT Honolulu, Hawaii, 269°, Lihue, Hawaii, 195° radials.
Tuna INT: INT Molokai, Hawaii, 067°, Upolu Point, Hawaii, 010° radials.
Upolu, Hawaii
Vanda INT: INT South Kauai, Hawaii, 288° radial, with Long. 161°15'00" W.

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